

Appendix A

List of Contacts

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Appendix B

Funding Sources

Federal Funds

The federal funds that come to the area are financed primarily by the users of the system. Fuel is taxed and receipts are deposited in the Highway Trust Fund and distributed to the States under programs in the federal legislation.

State Funds

At the State level, user fees include a per-gallon tax on fuel and a per-vehicle registration fee based on either vehicle weight or value. Those fees are deposited in the Michigan Transportation Fund (MTF) and distributed to State accounts and to counties, cities and villages by the formula as dictated by State Act 51 of 1951.

Local Funds

Act 51 funds account for a high percentage of local transportation funds. Local communities also use general funds, millage, bonds, tax increment financing, and special assessments to fund improvements as well.

Following is a brief description of the programs utilized by local road agencies:

Surface Transportation Program (ST/STP)

STP is used by state and local jurisdictions for road and transit projects. Local projects are eligible for funding from the annual allocation of STP Funds to the Metropolitan Planning Organization (MPO). Road projects must be located on roads functionally classified as a rural major collector or higher. Ten percent of the STP fund is set aside for the Transportation Enhancement fund program. The remaining funds are used statewide or distributed to the MPO for use in the urbanized areas (STPU), rural areas (STPR), and small cities in rural areas with a population of 5,000 to 50,000 people (STP-Small Urban).

STP-Urban (STU)

Projects are selected by the Transportation Programming Study Group (a subcommittee of the Technical Committee) and recommended to the GVMC Technical and Policy Committees with the final stop at the GVMC Board for approval. These projects include resurfacing, capacity improvements, reconstruction, lane widening, new roads, intersection improvements and corridor studies. Transit projects are also eligible for STP funds.

STP-Small Urban Program

The Small Urban Program is funded with a state set aside of federal STP funds for urban areas between 5,000 and 50,000 population. Approximately 50 cities share this program and submit project requests to the MDOT for their possible selection. The Census defined Urbanized Area for Lowell (located in eastern Kent County) is the only

area eligible for these funds in the Grand Rapids metropolitan area.

STP-Rural

Outside of metropolitan areas, the Rural Task Forces decide how to spend the Rural STP and Transportation Economic Development Fund Category D (TEDF-D) programs (TEDF programs are explained in the next section). In the Urbanized areas, STP-Rural projects are programmed through the MPO process. The Rural STP program is created with a state set aside of federal funds. Groups of nearby counties meet together in Rural Task Forces to prioritize their transportation investments.

Functionally classified roads outside the urbanized area boundary are eligible for STP-Rural program funds. Transit providers in the rural area are also eligible for STP-R funds for projects such as bus replacement or rehabilitation, communication and maintenance equipment, operational support equipment, and items related to services under the American Disability Act.

In Kent County, the Village of Caledonia, the Village of Sand Lake, the Village of Kent City and the Village of Casnovia are eligible recipients of these road funds. The Interurban Transit Partnership (ITP-The Rapid) selects transit projects in the rural area from the established specialized services committee, and the Kent County Road Commission represents townships in rural Kent County. Ottawa County projects are selected by the Ottawa County Rural Task Force. Selected projects that are located within the MPO area must be included in the Grand Valley Metropolitan Council's TIP document.

Transportation Economic Development Fund

The Transportation Economic Development Fund (TEDF) was created through state enabling legislation in 1987 to alleviate transportation-related barriers to economic development. The program mission continues to be to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve quality of life in the state. The program is divided into five categories. GVMC's metropolitan planning program is most impacted by Category C.

Category A (EDA) Road Projects related to target industries and redevelopment.

Category C (EDC/EDCF) Traffic congestion relief in urban counties.

Category D (EDD/EDDF) Improvements in rural counties to create an all-season network.

Category E Improvements related to the commercial forest industry.

Category F (EDF/EDFF) Road improvements in cities and rural counties.

The EDCF program is established in state law with a set aside of state and federal funds for urban county congestion relief. The recipients include Kent, Genesee, Macomb, Oakland and Wayne counties.

STP-Enhancement (STE)

Ten percent of Michigan's STP funding is set aside for Transportation Enhancement

Activities (STE). These monies are designated specifically for the enhancement of the intermodal transportation network on projects such as landscaping, installing bicycle paths, historic preservation and mitigation of storm water run-off. Once these projects are selected they will be amended into the Transportation Improvement Program.

Highway Safety Improvement Program (HSIP)

SAFETEA-LU represents a change in the way Safety funds are distributed as previous legislation (TEA-21) allocated ten percent of STP funds for local safety projects statewide. The Safety program (HSIP), which is now a stand-alone core program, allows for items such as upgrading traffic signs and signals, replacement of guardrail or eliminating the need for guardrail, replacement of bridge railing and approach guardrail, removing roadside obstacles, and small intersection improvements.

Congestion Mitigation/Air Quality (CM/CMG)

CM funds are federal funds which link transportation to the Clean Air Act Amendments. These funds are used to implement transportation control measures which demonstrate emission and/or congestion reductions. Previously, the State of Michigan had received an annual allocation for use in the Grand Rapids, Muskegon and Detroit areas. Changes in the way air quality is measured in Michigan has resulted in 25 counties now being eligible for CM funding.

The types of projects funded in the Grand Rapids area include, but are not limited to, bus replacements, intersection improvements, ridesharing programs and a Clean Air Action day awareness program, free bus rides on Clean Air Action days, and non-motorized facilities. As part of project selection, the projected Volatile Organic Compounds (VOC's) and Nitrogen Oxide (NOx) reductions are analyzed. These emissions are the precursors of Ozone which impact the West Michigan region.

Local Jobs Today (LJT)

LJT funds are state funds that are provided through a grant or loan to eligible projects which are advance constructed. The State provides up to 25% of the federal portion of funds being allocated to a project based on how it is listed in the TIP.

Transit Funds

Section 5303 - Metropolitan Planning: These programs provide funding to support cooperative, continuous and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Metropolitan Planning Organizations (MPOs) and state departments of transportation are eligible recipients.

Section 5307 - Urbanized Area Formula: Formula grant program for urbanized areas over 50,000 in population. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership.

Section 5309 - Capital Programs (New Starts, Bus & Bus Facilities): Provides

discretionary capital assistance for the establishment and improvement of busways systems and upgrading of bus systems (buses, bus-related equipment and facilities).

Section 5310 - Capital: This program provides capital funds for transportation purposes to private, nonprofit corporations and associations, and public agencies for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly persons and persons with disabilities. Public agencies are eligible to receive funding under this program if they have been approved by the state to coordinate services for elderly persons and persons with disabilities, and if they certify to the state that no non-profit corporations or associations are readily available in the area to provide service. Capital expenses may include vehicles, maintenance equipment, computers and communication equipment.

Section 5311 - Nonurbanized Area Formula Program: This is a formula assistance program used to provide federal funding to all legal bodies that provide general public transportation nonurbanized areas of the state. Funds may be used of capital, operating and administrative assistance

Section 5311 (f) - Intercity Bus Capital Program: MDOT is required to spend a portion of its Section 5311 apportionment “to carry out a program for the development and support of intercity bus transportation.” The portion required for intercity bus transportation is not less than 15 percent. The requirement is in effect unless the Governor certifies that Michigan’s intercity bus service needs are being adequately met. Assistance under Section 5311 (f) must support intercity bus service in nonurbanized areas.

Transportation Enhancement program: Enhancement to new or existing transit facilities such as landscaping or the improvement of pedestrian access would qualify for enhancement funds, as would any type of preservation, rehabilitation and operation of legitimate historic transit facilities.

Congestion Mitigation and Air Quality Improvement Program (CM): Directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide.

Urban Area Program: Transportation Management Areas with a population over 200,000 are eligible for transit capital funding through TMA-Surface Transportation Program (ST) and Transportation Economic Development Fund Category C (TEDC) federal funds.

Projects associated with the revenues and expenditures listed in the tables above are detailed on the pages to follow. Other funding sources available to agencies within the metropolitan planning process include the following:

Local Rail/Highway Crossing Program - The rail crossing program is funded with a set aside of state and federal funds for the purpose of improving safety at rail/highway

crossings.

State Park Access Program (SPA) - The SPA program is a state set aside of federal STP funds for the purpose of improving local roads that serve state parks.

Recreational Trails Program (NRT) - The Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users.

State Trunkline Programs - The state trunkline system is nearly 10,000 miles of the most heavily traveled roads in the state of Michigan. They are all funded from the pool of state and federal funds available to MDOT for the maintenance of the state trunkline system.

Rehabilitate and Reconstruct Program - The Rehabilitate and Reconstruct program's purpose is to improve the pavement condition and ride quality on the system.

Trunkline Bridge Program - The bridge program provides for the inventory, inspection, analysis and emergency repair of trunkline bridges.

Capital Preventive Maintenance (CPM) Program for Highways and Bridges - The CPM program's purpose is to extend the life of pavement and prevent costly repairs in the future.

Highway Safety Improvement Program (HSIP) - The Safety program (HSIP), which is now a stand alone core program, allows for items such as upgrading traffic signs and signals, replacement of guardrail or eliminating the need for guardrail, replacement of bridge railing and approach guardrail, removing roadside obstacles and small intersection improvements.

Intelligent Transportation Systems (ITS) – These projects focus on improvements to the efficient movement of traffic through technologies such as changeable message signs, loop/camera detectors, incident management and other related strategies.

Capacity Improvements - Capacity improvements include the widening and resurfacing or reconstructing of roads with the purpose of relieving urban congestion and improving the level of service along the most important commercial thoroughfares.

New Roads - The new roads program includes construction of new roads on new alignments in order to improve system continuity, relieve congestion and continue Michigan's economic vitality.

Preliminary Engineering (PE) - PE includes funding for preliminary studies, surveys, drafting and engineering work necessary to begin the development of road projects.

State Rail/Highway Crossing Program - the rail crossing program is funded with a

statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.

High Priority Projects – These projects are identified by Congress and allocated to State or local agencies based on applications submitted through individual congressional representatives.

Appendix C

Glossary and list of Acronyms

Access - The opportunity to reach a given point within a certain time frame, or without being impeded by physical, social or economic barriers. Enhancing mobility is one way of providing improved access.

Allocation - An administrative distribution of funds among States, done for funds that do not have statutory distribution formulas.

Alternative Fuels - Any motor fuel other than gasoline, especially those that result in lower levels of air pollutants.

AASHTO - American Association of State Highway and Transportation Officials.

ADA - Americans with Disabilities Act; Federal law that requires public facilities including transportation services to be fully accessible for persons with disabilities. It also requires paratransit service in areas where fixed route transit service is operated.

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 class of street serving major traffic movement that is not designated as a highway.

ADT - Average Daily Traffic; the number of vehicles passing a fixed point in a 24-hour time frame.

Base Year - The lead-off year of data used in a study.

Bikeway - A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other modes.

BLVD - Boulevard.

BR - Business Route.

BRRP - Federal Bridge Repair Program.

Build/No-Build - Refers to a conformity requirement in which Metropolitan Planning Organizations must demonstrate the “building” or implementing a Long Range Plan or

Transportation Improvement Program will result in less emissions than “not building” or not implementing the TIP.

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.

CL - City Limits or County Line.

CAAA - Clean Air Act and Amendments.

Clean Fuels - Fuels which generate fewer pollutants than gasoline (Compressed Natural Gas, methanol, ethanol, etc.)

Collector-Distributor Street - A road parallel to an expressway which collects and distributes traffic at access points involving through lanes.

Conformity - Assess the compliance of any transportation plan with air quality control plans.

CNG - Compressed Natural Gas.

CMAQ - Congestion Management and Air Quality Improvement Program; Directs funding to projects that contribute to meeting National Ambient Air Quality Standards.

CMS - Congestion Management System. Unless a part of a CMS, future highway projects that significantly increase capacity for single occupant vehicles (SOVs) may be ineligible for federal funding.

CON - Construction Phase.

Contract Authority - Budget authority that permits obligations to be made in advance of appropriations.

CTF - Michigan Comprehensive Transportation Fund.

Demand-Responsive - User can access transportation services that can be variable routed and timed to meet changing needs on an as-needed basis.

DEMO - Congressionally Designated Demonstration Funds.

DOT - U.S. Department of Transportation; The principal direct federal funding and regulating agency for the transportation facilities and programs.

EPE - Early Preliminary Engineering.

EDFA - Transportation Economic Development Fund - Category A.

EDFC - Transportation Economic Development Fund - Category C.

Elderly and Handicapped (E & H) - Anachronistic designation for special transportation planning and services.

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.

EIS - Environmental Impact Statement; Reports which details any adverse economic, social, and environmental effects of a proposed transportation project that the federal government funds.

EPA - Environmental Protection Agency; Federal source agency of air quality control regulations affecting transportation.

Expenditures - Disbursement of funds for repayment of obligations occurred.

Expressway - A controlled access, divided arterial highway for through traffic and intersections of which are usually separated.

FHWA - Federal Highway Administration.

FTA - Federal Transit Administration.

FY - Fiscal Year.

GIS - Geographic Information System.

GRETS - Grand Rapids and Environs Transportation Study.

GVMC - Grand Valley Metropolitan Council.

HPMS - Highway Performance Monitoring System.

HRP - Highway and Research Planning Funds.

IMAGIN - Improving Michigan's Access to Geographic Information Networks; A statewide geographic data sharing organization

ITE - Institute of Transportation Engineers

IVHS - Intelligent-Vehicle Highway System; Grouping of ITS technologies that focus on monitoring, guiding or operating motorized vehicles.

IAWG - Interagency Work Group

Intermodal - Refers to connections between modes.

IM - Interstate Maintenance Program.

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

I/M - Vehicle Inspection and Maintenance.

KCRC - Kent County Road Commission.

LADCO - Lake Michigan Air Directors' Consortium.

Local Street - A street intended solely for access to adjacent properties.

LRP - Long Range Plan.

MACC - Macatawa Area Coordinating Council.

MIS - Major Investment Study.

MDEQ - Michigan Department of Environmental Quality

MDNR - Michigan Department of Natural Resources

MDOT - Michigan Department of Transportation

MPO - Metropolitan Planning Organization; has responsibility for developing transportation plans for urbanized areas of 50,000 or more.

MSA - Metropolitan Statistical Area; Determined by U.S. Census standards

MTF - Michigan Transportation Fund.

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

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

Multimodal - Refers to the availability of transportation options within a system or corridor.

NAAQS - National Ambient Air Quality Standards; Federal standards that set allowable

concentrations and exposure limits for various pollutants.

NHS - National Highway System; A federal transportation program that designates nationally significant Interstate Highways and roads for interstate travel, national defense, Intermodal connections, and international commerce.

Network - A graphic and/or mathematical representation of multimodal paths in a transportation system.

NoX - Oxides of Nitrogen

Obligations - Commitments made by Federal agencies to pay out money as distinct from the actual payments, which are “outlays”. Generally obligations are incurred after the enactment of budget authority.

O/D - Origin-Destination Study.

OCRC - Ottawa County Road Commission.

Paratransit - Services which serve the special needs of persons that standard mass transit services would serve with difficulty, or not at all.

PM-10 - Particulate Matter less than or equal to 10 microns.

PPM - Parts per Million.

PMS - Pavement Management System.

Peak Hour - The 60-minute period in the a.m. or p.m. in which the largest volume of travel is experienced.

Penalty - An action that does not allow the State to use the full amount of its apportioned funds.

Person-Trip - A trip made by one person from one origin to one destination.

Privatization - The supply of traditionally government-supplied goods and services through for-profit businesses in order to enhance public cost efficiency.

Provider - An agency that causes clients to be transported, as opposed to an agency whose roll is limited to funding programs.

Public Road - Any road or street under the jurisdiction of and maintained by a public authority and open to public traffic.

PTMS - Public Transportation Management System

RACT - Reasonable Available Control Technology

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.

Region - An entire metropolitan area including designated urban and rural subregions.

Regionally Significant - A project that is on a facility which serves regional transportation needs and would normally be included in the modeling of metropolitan area's transportation network. Also offers an alternative to regional highway travel.

Reverse Commute - Commuting against the main directions of traffic. Often refers to the central city to suburb commute.

R-O-W - Right of Way; Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.

Shuttle - Usually a service provided with an up-to-20 passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis.

SOVs - Single-Occupant Vehicles; The use of a vehicle to get just one person to a destination.

SMSA - Standard Metropolitan Statistical Area; A Census Bureau delineation for major metro areas in the U.S.

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.

SLARG - State and Local Agency Review Group.

S9C - Federal Transit Administration Program Section 9 Capital.

S9O - Federal Transit Administration Program Section 9 Operating Assistance.

S18O - Federal Transit Administration Program Section 18 Operating Assistance (Rural).

S16B - Federal Transit Administration Program Section 16B2 (Elderly & Handicapped).

STPC - Surface Transportation Program for Small Cities.

STPE - Surface Transportation Program for Enhancements.

STIP - State Transportation Improvement Program

STPR - Surface Transportation Program for the rural area.

STPU - Surface Transportation Program for the urbanized area.

TAZ - Traffic Analysis Zone; the smallest geographically designated area for analysis of transportation activity.

Transit - Generally refers to passenger 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 of their transportation.

TCMS - Transportation Control Measures; Local actions to adjust traffic patterns or reduce vehicle use to reduce air pollution.

TDM - Transportation Demand Management

TEDF - Transportation Economic Development Funds (EDFA, EDFC., EDFD)

TIP - Transportation Improvement Program; A document prepared by states and MPO's citing projects to be funded under federal transportation programs for a full-year period.

TMA - Transportation Management Area; Within a TMA, all transportation plans must be based on a continuing and comprehensive planning process carried out by the Metropolitan planning Organization in cooperation with the states and transit operators.

TRANPLAN - Transportation Planning Package

TRB - Transportation Research Board

TSM - Transportation System Management; The element of a TIP that proposes non-capital-intensive steps toward the improvement of a transportation system.

Travel Time - Customarily calculated as the time it takes to travel from 'door-to-door.'

UWP - Unified Work Program

UAM - Urban Air shed Model

Urbanized Area - Area which contains a city of 50,000 or more population plus adjacent surrounding areas having a density of at least 1000 people per square mile as determined by the U.S. Census.

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compounds

WMCAC - West Michigan Clean Air Coalition

WMEAC - West Michigan Environmental Action Council.

Appendix D

Air Quality Conformity (Illustrative)

An air quality analysis was performed on the new 2011-2014 Transportation Improvement Program (TIP) in order to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration (FHWA) and the United States Environmental Protection Agency (USEPA) require that the implementation of projects in the TIP do not result in mobile source emissions greater than the current emission budget assigned for the Grand Rapids Metropolitan Area in the State Implementation Plan (SIP).

The Grand Rapids Metropolitan Area was previously designated as a Maintenance Area for Ozone under the one-hour rule. The new 8-hour designations administered by the USEPA have tied both Kent and Ottawa counties under the more lenient sub-part 1 "Basic" non-attainment classification. The new designation still requires careful monitoring of air quality in the region. Therefore, the TIP air quality conformity analysis examines changes in Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NO_x). The emission levels are then compared to numerical emission budgets developed by the state in the regional maintenance plan.

Air Quality Assessment Criteria

The Transportation Plan satisfies the following conformity criteria and procedures set forth in the USEPA's Transportation Conformity Rule:

1. The conformity demonstration was based on the latest planning assumptions.
2. The conformity demonstration was based on the latest emission model available.
3. The conformity demonstration was made according to the consultation procedures of the final conformity rule and the implementation plan revision.
4. The determination was made that the 2011-2014 TIP does not increase the frequency or severity of the existing violation of the National Ambient Air Quality Standards (NAAQS) for which the area is designated in non-attainment. Completing the components of the Transportation Improvement Program does not increase emissions over the emission budget.

Background

The following documentation describes the best practices available for the travel demand estimation and analysis in Kent and Ottawa Counties. The Grand Valley Metropolitan Council (GVMC), the Macatawa Area Coordinating Council (MACC), and the West Michigan Metropolitan Transportation Planning Program (WestPlan) Policy

Committee have approved socioeconomic data for 2000, 2002, 2011, 2014, 2018, 2025 and 2035. This data is the basis for forecasting travel demand in the respective study areas, which in turn generates the inputs required for air quality conformity analysis. These inputs are the amount of travel expressed as Vehicle Miles of Travel (VMT) and average speed by National Functional Classification (NFC) or a combination of similar functional classified facilities grouped together to address the new Mobile 6.2 model input data structure. One of the latest travel demand forecasting technologies available, the TransCad model has been used in all urban area travel demand forecasting efforts. However, air quality conformity analysis must be performed on a county wide basis, and the urban area travel demand forecast models cover all of Kent and a portion of Ottawa Counties.

The VMT and speed data generated by the TransCad model for the GVMC, MACC, and WestPlan areas, and county wide Highway Performance Monitoring System (HPMS) VMT figures provide the basis for the estimation of present and future VMT and speeds by NFC for the entire counties. The air quality conformity analysis performed for the 2035 LRTP and TIP includes the following assumptions:

- 1- Emission budget for VOC of 40.70tons/day, based on Federal Register Vol. 72, No.94, May 16, 2007, Sec 52.1174
- 2- Emission budget for NOx of 97.87 tons/day, based on Federal Register Vol. 72, No. 94, May 16, 2007, Sec 52.1174
- 3- Projects are included in year 2007, 2011, 2018, 2025, or 2035 depending when they could be built, and open to traffic.
- 4- Include off model credits from 1995-2000 approved CMAQ projects and Transit fleet turnover.
- 5- No Inspection/Maintenance (I/M) Program.

Modeling Procedures

GVMC has developed and calibrated the travel demand model (TransCad) which covers all of Kent and the eastern part of Ottawa Counties. The travel demand model uses the standard four-step transportation planning process.

- 1- Trip generation model
- 2- Trip distribution model
- 3- Mode choice model
- 4- Highway assignment model

The trip generation model uses a combination of local and QRS (NCHRP 187) trip generation rates. The trip generation variables used in the model are Dwelling units, Retail Employment, and Non-Retail Employment. The trip distribution model uses the standard model to estimate origin/destination tables. It also uses Friction Factors for trip attractiveness. The mode choice model is a single mode model. It uses vehicle occupancy rate to estimate vehicle trips on the network. Transit trips are estimated separately using different post processing methods. The trip assignment model uses

two different techniques, all-or- nothing and capacity restrained algorithms. The model was calibrated according to the strict calibration standards used by MDOT and suggested by FHWA. The model includes 783 traffic analysis zones and 11,644 roadway links. The network is coded to output information based on area type, facility type, number of lanes, speeds, national functional classification, capacity, street names, and vehicle assignment. The MACC and WestPlan have similar models which were developed and calibrated by the Michigan Department of Transportation (MDOT).

Model Data

The modeled VMT and speeds for the portions of each study area within Kent and Ottawa Counties are summarized in tables 1 and 2. The overall modeled speeds by NFC are determined by dividing total VMT by total VHT generated by the travel demand models. In some instances, where modeled speeds are unrealistic, speeds were adjusted to reflect real time speeds.

Table 1 Kent County Vehicle Miles of Travel & Speeds for Analysis Years

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2002
2002	2000 VMT	2000 VMT	2002 VMT	2002 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	629,657	631,614	56.25
Rural Major & Minor	2,186,004	2,475,598	2,620,639	2,132,114	34.87
Arterial/Collector/Local Street					
Urban Interstate/Freeway	3,353,463	4,493,660	4,332,637	3,242,300	53.88
Urban Principal & Minor	7,863,924	8,723,593	9,839,788	8,957,407	30.44
Arterial/Collector/Local Street					
TOTALS	14,101,872	16,384,234	17,422,721	14,963,436	
<hr/>					
KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2011
2011	2000 VMT	2000 VMT	2011 VMT	2011 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	562,727	564,178	55.05
Rural Major & Minor	2,186,004	2,475,598	2,759,104	2,379,997	33.79
Arterial/Collector/Local Street					
Urban Interstate/Freeway	3,353,463	4,493,660	3,491,036	2,638,220	49.57
Urban Principal & Minor	7,863,924	8,723,593	10,473,726	10,538,759	31.27
Arterial/Collector/Local Street					
TOTALS	14,101,872	16,384,234	17,286,593	16,121,154	
<hr/>					
KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2014
2014	2000 VMT	2000 VMT	2014 VMT	2014 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	563,358	564,850	54.58
Rural Major & Minor	2,186,004	2,475,598	2,801,344	2,437,769	33.64
Arterial/Collector/Local Street					

Urban Interstate/Freeway	3,353,463	4,493,660	3,501,037	2,649,888	50.45
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,657,108	10,751,780	30.50
TOTALS	14,101,872	16,384,234	17,522,847	16,404,287	

KENT COUNTY 2018 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2018 VMT	NORMALIZED 2018 VMT	2018 SPEED
Rural Interstate/Freeway	698,481	691,383	564,161	565,522	54.50
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,889,563	2,570,789	33.40
Urban Interstate/Freeway	3,353,463	4,493,660	3,543,336	2,679,988	50.37
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,934,812	11,127,035	30.04
TOTALS	14,101,872	16,384,234	17,931,872	16,943,333	

KENT COUNTY 2025 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2025 VMT	NORMALIZED 2025 VMT	2025 SPEED
Rural Interstate/Freeway	698,481	691,383	594,537	595,279	54.50
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	3,181,264	2,724,411	33.15
Urban Interstate/Freeway	3,353,463	4,493,660	3,787,634	2,863,645	50.50
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	11,980,209	12,246,640	29.76
TOTALS	14,101,872	16,384,234	19,543,644	18,429,975	

KENT COUNTY 2035 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2035 VMT	NORMALIZED 2035 VMT	2035 SPEED
Rural Interstate/Freeway	698,481	691,383	635,899	641,601	54.25
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	3,490,597	2,970,510	32.96
Urban Interstate/Freeway	3,353,463	4,493,660	4,171,906	3,147,560	50.30
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	13,043,678	13,495,073	29.43
TOTALS	14,101,872	16,384,234	21,342,080	20,254,744	

Table 2 Ottawa County Vehicle Miles of Travel & Speeds for Analysis Years

OTTAWA COUNTY ILLUSTRATIVE 2002 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2002 VMT	NORMALIZED 2002 VMT	2002 SPEED
Rural Interstate/Freeway	1,172,996	1,229,887	1,278,555	1,211,502	64.95
Rural Major & Minor	948,229	1,289,548	1,326,211	994,959	48.35
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	488,822	351,306	59.95
Urban Principal & Minor	2,640,317	2,964,743	3,020,128	2,814,935	34.90
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	6,113,716	5,372,702	
<hr/>					
OTTAWA COUNTY 2011 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2011 VMT	NORMALIZED 2011 VMT	2011 SPEED
Rural Interstate/Freeway	1,172,996	1,229,887	1,400,226	1,335,403	65.55
Rural Major & Minor	948,229	1,289,548	1,417,867	1,037,152	47.98
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	497,065	397,099	62.47
Urban Principal & Minor	2,640,317	2,964,743	3,158,587	2,786,262	33.88
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	6,473,745	5,555,916	
<hr/>					
OTTAWA COUNTY 2014 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2014 VMT	NORMALIZED 2014 VMT	2014 SPEED
Rural Interstate/Freeway	1,172,996	1,229,887	1,509,354	1,439,367	65.50
Rural Major & Minor	948,229	1,289,548	1,534,577	1,124,894	50.20
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	510,274	408,232	61.10
Urban Principal & Minor	2,640,317	2,964,743	3,358,771	2,960,748	34.63
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	6,912,976	5,933,241	
<hr/>					
OTTAWA COUNTY 2018 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2018 VMT	NORMALIZED 2018 VMT	2018 SPEED
Rural Interstate/Freeway	1,172,996	1,229,887	1,678,800	1,599,982	64.50
Rural Major & Minor	948,229	1,289,548	1,620,264	1,188,172	46.82
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	517,056	413,814	62.20
Urban Principal & Minor	2,640,317	2,964,743	3,390,576	2,994,490	33.06
Arterial/Collector/Local Street					

TOTALS	5,137,707	5,969,703	7,206,696	6,196,458	
OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	1,229,887	1,790,349	1,706,252	63.40
Rural Major & Minor	948,229	1,289,548	1,772,221	1,298,181	45.87
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	544,724	435,674	62.10
Urban Principal & Minor	2,640,317	2,964,743	3,655,885	3,222,682	32.26
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	7,763,179	6,662,789	
OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2035
2035	2000 VMT	2000 VMT	2035 VMT	2035 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	1,229,887	1,937,798	1,846,904	63.00
Rural Major & Minor	948,229	1,289,548	1,989,024	1,458,472	44.48
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	577,892	462,059	60.79
Urban Principal & Minor	2,640,317	2,964,743	3,989,154	3,508,275	31.02
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	8,493,868	7,275,710	

Highway Performance Monitoring System (HPMS) Data

HPMS data provides estimates of 2000 VMT for all of Kent and Ottawa counties, stratified by NFC. Between 1990 and 2000, the NFC coding used to tabulate HPMS data changed due to the expanding urban boundaries of the urbanized areas. The model is based in 2000 and the 8-hour budget is based on the 2000 base model. The 2000 HPMS VMT distribution was normalized to 2002, 2011, 2014, 2018, 2025, and 2035 distribution among the functional classes. Thus, the 2000 total HPMS VMT remained the same while the distribution changed to reflect what it would have been had the 2000 NFC coding been identical in the model.

The Environmental Protection Agency (EPA) and the United States Department of Transportation (USDOT) have both endorsed HPMS as the appropriate source of VMT estimates. HPMS is the FHWA's annual program to collect roadway data in all 50 states to assess the condition of the highway system in terms of traffic congestion, accessibility, and pavement condition. The FHWA requires counts to determine the area wide VMT for all urban areas. MDOT supplements the counts outside the urbanized area with additional counts in small cities, rural areas, and especially in rural areas of counties with nonattainment status. These supplemental counts follow the same random selection procedures as those inside the urban areas.

The HPMS data used is from MDOT's Universe file and is stratified by NFC. MDOT is currently undertaking a data improvement process to update the HPMS universe, non-sample traffic data. Shown in Tables 1 and 2 are the original 2000 HPMS VMT estimates for Kent and Ottawa Counties.

Methodology to Scale Total Model VMT to HPMS VMT

The base year modeled VMT from the GVMC, WestPlan, and MACC models are combined and compared to the 2000 HPMS VMT for each functional class. The HPMS data by NFC by county for the base year (calibrated year) of the travel demand models is obtained from MDOT. The VMT by NFC from the urban models base year and the VMT from the statewide model are added together to generate a "county-wide" travel demand model VMT by NFC for the base year. Then, the base year HPMS VMT by NFC is divided by the base year "county-wide" travel demand model VMT for corresponding NFC. These divisions produce ratios, proportions, or "factors" for each NFC. For each conformity analysis year, these factors are multiplied to each travel demand model's VMT to produce a scaled VMT by NFC. For each year, the scaled travel demand model's VMT by NFC are aggregated to a "county-wide" total. Thus the VMT is aggregated so each NFC has a county-wide total. Then the scaled VMT by NFC are collapsed into four groups to meet the requirements of MOBILE 6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. This is done for all interim and future analysis years. To get scaled VHT (Vehicle Hours of Travel) the factors developed above are applied to each travel demand model's VHT by NFC. The process follows the same steps and arrives at VHT by NFC collapsed into four groups. Next, to arrive at a speed, each individual group VMT is divided by the corresponding VHT. Thus, achieving the variables needed to express demand for travel within a county, VMT and speed, as required for input into MOBILE 6.2.

The speeds on un-modeled rural links are assumed to be the same as the speeds on modeled rural links. In addition, these speeds in rural Ottawa County are assumed to be constant over time, as substantial excess capacity generally exists on rural roads.

Conformity Analysis

GVMC staff combined Mobile 6.2 output for each VOC and NO_x to get a total for each compound for the maintenance area. The conformity is performed using the MOBILE 6.2 program. MOBILE 6.2 is a computer program that estimates volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NO_x) emission factors for gasoline-fueled and diesel highway motor vehicles. The model was developed by the United States Environmental Protection Agency (USEPA). MOBILE 6.2 calculates emission factors for eight individual vehicle types in two regions of the country. MOBILE 6.2 emission factor estimates depend on various conditions such as ambient temperatures, average travel speed, operating modes, fuel volatility, and mileage accrual rates. Many of the variables affecting vehicle emissions can be specified by the user. The analyses cover 2002, 2011, 2014, 2018, 2025, and 2035.

The analysis is based on comparing the total emissions from the Long Range Transportation Plan and the Transportation Improvement Program projects to the official emission budget in the SIP and a calculated budget by Mobile 6.2, and the analysis does not include an I/M Program. Tables 3 and 6 reflect the emissions of VOC and NOx with the implementation of projects included in the Long Range Transportation Plan and the Transportation Improvement Program.

Table 3 Kent County Year 2002, 2011, 2014, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Budget Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,001.01	1,959.28
Rural Major & Minor Arterial/Collector/Local Street	2002	3,816.35	5,037.03
Urban Interstate/Freeway	2002	5,242.48	9,933.93
Urban Principal & Minor Arterial/Collector/Local Street	2002	16,856.48	21,387.17
TOTALS		26,916.32	38,317.41

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2011	405.63	722.92
Rural Major & Minor Arterial/Collector/Local Street	2011	1,937.78	2,492.76
Urban Interstate/Freeway	2011	1,954.54	3,210.34
Urban Principal & Minor Arterial/Collector/Local Street	2011	8,809.70	11,107.28
TOTALS		13,107.65	17,533.29

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2014	327.93	512.96
Rural Major & Minor Arterial/Collector/Local Street	2014	1,593.98	1,851.57
Urban Interstate/Freeway	2014	1,571.76	2,336.70
Urban Principal & Minor Arterial/Collector/Local Street	2014	7,255.34	8,231.64
TOTALS		10,749.01	12,932.87

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2018	265.37	348.91
Rural Major & Minor Arterial/Collector/Local Street	2018	1,364.20	1,362.84
Urban Interstate/Freeway	2018	1,284.84	1,614.01
Urban Principal & Minor Arterial/Collector/Local Street	2018	6,122.80	5,957.64
TOTALS		9,037.20	9,283.40

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2025	212.68	247.63
Rural Major & Minor Arterial/Collector/Local Street	2025	1,119.29	1,015.87

Urban Interstate/Freeway	2025	1,047.04	1,174.85
Urban Principal & Minor Arterial/Collector/Local Street	2025	5,240.81	4,623.84
TOTALS		7,619.83	7,062.20

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2035	220.76	218.53
Rural Major & Minor Arterial/Collector/Local Street	2035	1,179.93	932.19
Urban Interstate/Freeway	2035	1,108.80	1,063.63
Urban Principal & Minor Arterial/Collector/Local Street	2035	5,601.11	4,304.48
TOTALS		8,110.60	6,518.83

Table 4 Ottawa County Year 2002, 2007, 2011, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Budget Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,869.78	4,370.10
Rural Major & Minor Arterial/Collector/Local Street	2002	1,635.99	2,546.08
Urban Interstate/Freeway	2002	556.48	1,215.19
Urban Principal & Minor Arterial/Collector/Local Street	2002	5,038.56	6,650.16
TOTALS		9,100.82	14,781.53

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2011	932.26	2,064.27
Rural Major & Minor Arterial/Collector/Local Street	2011	771.64	1,174.35
Urban Interstate/Freeway	2011	282.29	599.77
Urban Principal & Minor Arterial/Collector/Local Street	2011	2,266.43	2,917.62
TOTALS		4,252.62	6,756.00

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2014	813.60	1,562.73
Rural Major & Minor Arterial/Collector/Local Street	2014	665.62	935.69
Urban Interstate/Freeway	2014	234.62	433.99
Urban Principal & Minor Arterial/Collector/Local Street	2014	1,918.32	2,243.62
TOTALS		3,632.148	5,176.020

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2018	732.94	1,150.31
Rural Major & Minor Arterial/Collector/Local Street	2018	577.51	665.36
Urban Interstate/Freeway	2018	192.53	294.81
Urban Principal & Minor Arterial/Collector/Local Street	2018	1,593.75	1,588.78
TOTALS		3,096.75	3,699.25

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
	Rural Interstate/Freeway	2025	596.24
Rural Major & Minor Arterial/Collector/Local Street	2025	484.64	502.88
Urban Interstate/Freeway	2025	154.59	203.15
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,337.51	1,205.13
TOTALS		2,572.97	2,698.61

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
	Rural Interstate/Freeway	2035	621.25
Rural Major & Minor Arterial/Collector/Local Street	2035	529.02	468.97
Urban Interstate/Freeway	2035	157.73	172.37
Urban Principal & Minor Arterial/Collector/Local Street	2035	1,427.08	1,109.41
TOTALS		2,735.08	2,429.69

Table 5 Conformity Analysis Total Results Tons/Day

Model Year	Total VOC		Total NOx		Adjusted VOC Tons/Day	Adjusted NOx Tons/Day	VOC Emission Budget Tons/Day	Nox Emission Budget Tons/Day
	Before Credit Tons/Day	Before Credit Tons/Day	Credits Tons/Day	Credits Tons/Day				
2002 W/O IM	39.703	58.533	-0.19	-0.17	39.518	58.361	40.7	97.87
2011 W/O IM	19.116	26.767	-0.19	-0.17	18.947	26.605	40.7	97.87
2014 W/O IM	15.853	19.962	-0.19	-0.17	15.663	19.792	40.7	97.87
2018 W/O IM	13.376	14.311	-0.19	-0.17	13.186	14.141	40.7	97.87
2025 W/O IM	11.236	10.760	-0.19	-0.17	11.046	10.590	40.7	97.87
2035 W/O IM	11.956	9.864	-0.19	-0.17	11.766	9.694	40.7	97.87

Table 6 Conformity Analysis Total Results Kgs/Day

Model Year	Total VOC		Total NOx		Adjusted VOC Kg/Day	Adjusted NOx Kg/Day	VOC Emission Budget Kg/Day	Nox Emission Budget Kg/Day
	Before Credit Kg/Day	Before Credit Kg/Day	Credits Kg/Day	Credits Kg/Day				
2002 W/O IM	36,017.133	53,098.942	-168.73	-154.22	35,852.53	52,944.72	36,921.57	88,784.14
2011 W/O IM	17,341.355	24,281.984	-168.73	-154.22	17,191.54	24,135.08	36,921.57	88,784.14
2014 W/O IM	14,381.158	18,108.887	-168.73	-154.22	14,212.43	17,954.67	36,921.57	88,784.14
2018 W/O IM	12,133.946	12,982.658	-168.73	-154.22	11,965.22	12,828.44	36,921.57	88,784.14
2025 W/O IM	10,192.800	9,760.805	-168.73	-154.22	10,024.07	9,606.59	36,921.57	88,784.14
2035 W/O IM	10,845.678	8,948.524	-168.73	-154.22	10,676.95	8,794.30	36,921.57	88,784.14

Conclusion

Tables 3 thru 6 clearly indicate that implementing the 2011-14 TIP projects will result in lower emissions than the emission budgets approved by the EPA as listed in the Federal Register for each of the milestone years. Consequently, the Grand Valley Metropolitan Council, West Michigan Metropolitan Transportation Planning Program (WestPlan), and the Macatawa Area Coordinating Council's 2035 LRTPs and 2011-2014 TIPs comply with the transportation plan and TIP conformity criteria contained in the USDOT/USEPA Conformity Guidance, and therefore meet the requirement of the CAAA and SAFETEA-LU provisions.

Appendix E

The Revised Planning Process

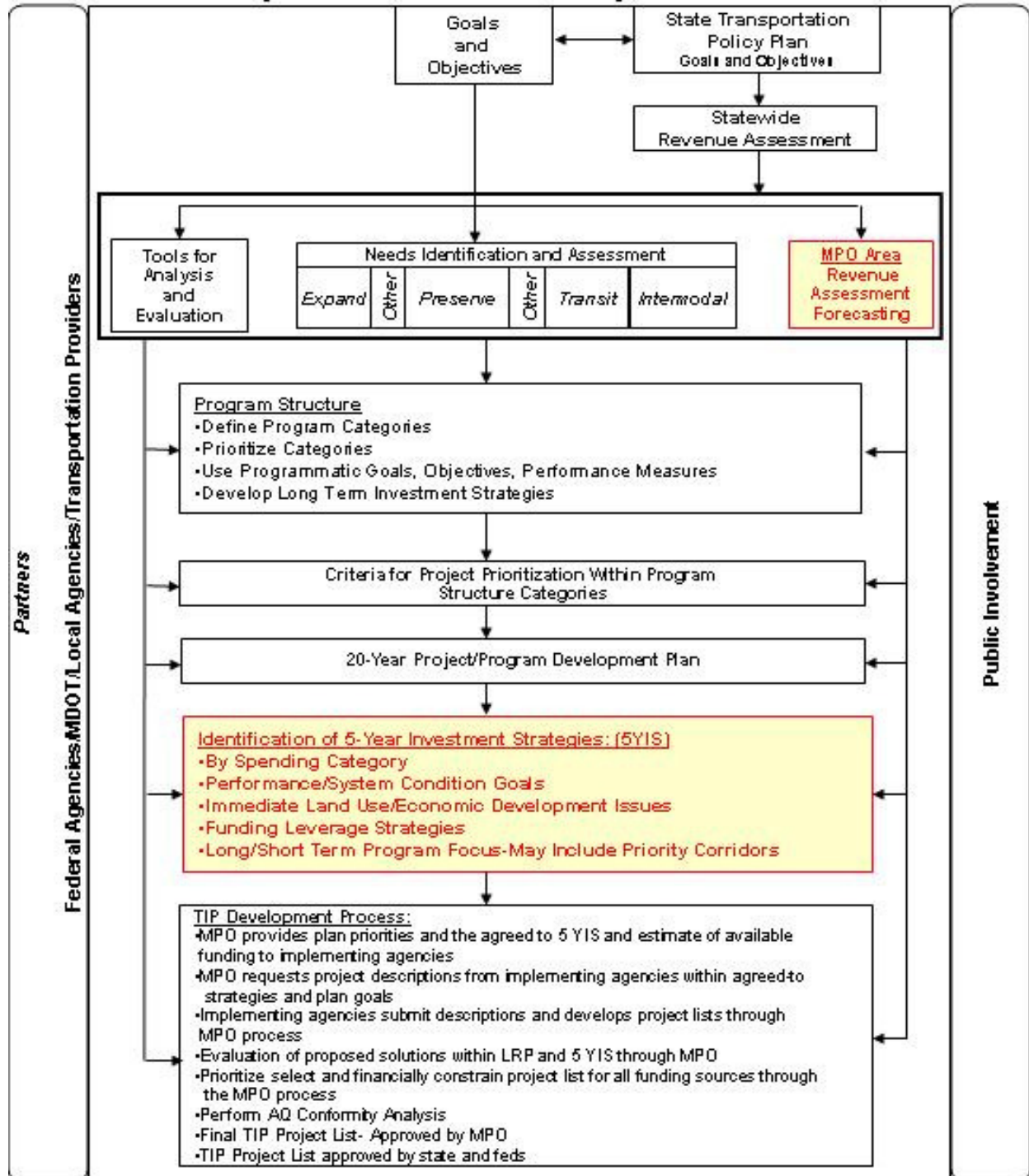
Recognizing the need for an improved planning process, the Michigan 3-C Transportation Planning Directors Association (3C's), an organization comprised of MPO's throughout Michigan, developed in 2000 what is referred to as "The New Planning Process" (see the next page). Since this time some revisions have taken place to the process so from here on out the process will be referred to as the "Revised Planning Process. The revised Planning Process emphasizes the need to focus resources on transportation system deficiencies as identified by the transportation management systems. Currently, there are three transportation management systems in operation in the Grand Rapids MPO study area. Congestion Management, Pavement Management, and Safety Management have all been implemented by GVMC in the past eight years. Using these management systems, staff identified transportation system needs in the area.

Upon completion of revenue forecasts and funding strategies, a systematic plan to program projects was developed. Due to the number of deficiencies identified, a pool of deficient projects was developed. This pool of projects was used to select projects for implementation.

Using this revised process, the metropolitan area can be assured that all of the projects programmed in this Transportation Improvement Program, addresses an identified deficiency. The following diagram details each step in the revised planning process.

MPO Forum

Transportation Plan Development Process



Appendix F

System Condition

In order to begin developing the TIP, staff needed information on the condition of the transportation network. One of the tools staff makes use of to get the most complete and correct information is the use of management systems. The first management system is the Congestion Management system which utilizes current traffic volumes on roadways in relation to the volumes the roads are designed to carry (capacity) and predicts future traffic volumes. Another management system the GVMC utilizes is the Pavement Management System (see the next page). The GVMC Pavement Management System survey's road segments condition for the entire Federal Aid Network over a three year period. Staff analyzes pavement conditions based on cracking, separations and joint lifting using the United States Code of Engineers PAVER program.

Congestion Deficiencies

Congested facilities are roadways with 24 hour volumes in excess of the designed capacity.

<u>Type</u>	<u>Example</u>	<u>24 Hour Capacity</u>
2 Lanes	10 Mile Road	13,600 AADT
4 Lanes	Market Ave.	24,000 AADT
4 Lane BLVD	44 th Street	32,000 AADT
5 Lanes	28 th Street	32,000 AADT
4 Lane Freeway	I-196	71,200 AADT
6 Lane Freeway	US-131	106,800 AADT

Long Range Plan Congested Facilities Summary

Based on findings of the FY2035 Long Range Transportation Plan and the travel demand model the following determinations were made:

- 1,576 Total Network Miles
- 77.16* Miles Capacity Deficient
- 24* Miles Identified for Improvement
- 65* Intersections Capacity Deficient

* - Numbers are approximate

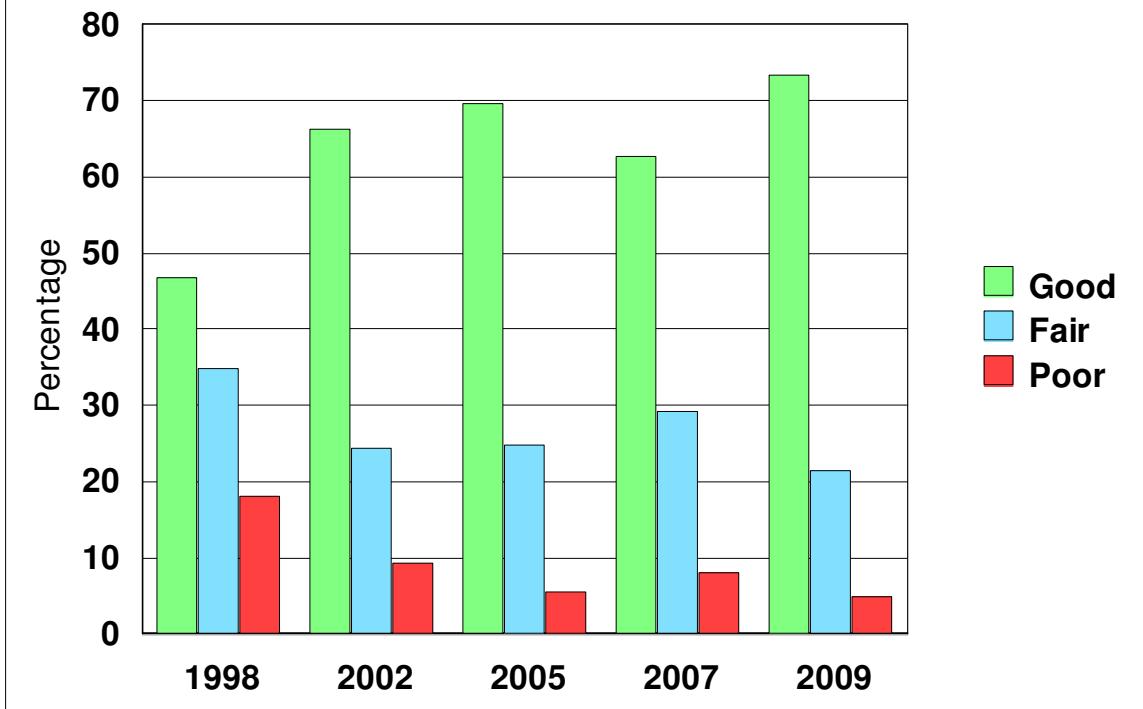
Condition Deficiencies

Condition deficiencies are defined as roadway facilities with an observed Pavement Condition Index (PCI) less than or equal to 45.

<u>PCI</u>	<u>Condition</u>	<u>Action Necessary</u>
85 - 100	Excellent	Do Nothing
70 - 85	Very Good	Routine Maintenance
55 - 70	Good	Mill & Overlay
45 - 55	Fair	Mill & Overlay
30 - 45	Poor	Reconstruction
15 - 30	Very Poor	Reconstruction
0 - 15	Failing	Reconstruction

Below you will see a graph and a table showing the results of the 1998, 2002, 2005 and 2009 pavement condition surveys. Each year the GVMC surveys one-third of the road network. These years are displayed together to show how the pavement condition has changed since the GVMC instituted the Pavement Management System (PaMS) in 1998.

GVMC Pavement Conditions



Pavement Condition Comparison 1998-2009

PCI	1998	2002	2005	2009
71-100	46.87%	66.37%	69.65%	73.46%
41-70	34.97%	24.34%	24.74%	21.56%
0-40	18.16%	9.29%	5.61%	4.98%

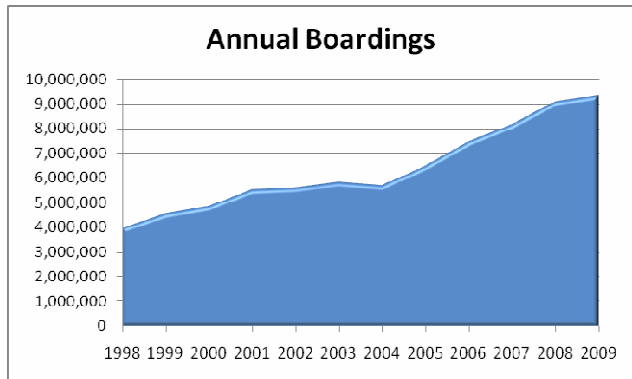
Interurban Transit Partnership (ITP and The Rapid)

The Cities of East Grand Rapids, Grand Rapids, Grandville, Kentwood, Walker and Wyoming worked to establish the Interurban Transit Partnership (ITP) as a State Act 196 authority with dedicated millage funding from those cities in January 2000. Shortly after incorporating under Act 196, the ITP chose to rebrand its programs under the name, The Rapid, which continues to be used today. In April 2000, the six cities approved by a 2 to 1 margin, a dedicated millage rate to support The Rapid. This influx of new, reliable funding enabled The Rapid to undertake several service improvements, which quickly set the agency on the path to success.

In October 2000, The Rapid undertook a comprehensive improvement plan which included the following six elements:

1. Improved weekday frequencies on four local routes
2. Weekday evening service on 9 local routes and Go!Bus
3. Sunday service on 7 local routes and Go!Bus
4. A crosstown route on 44th Street
5. The Passenger Adaptive Suburban Service (PASS) connecting neighborhoods to local routes
6. Special programs for employees needing to travel beyond regular service hours and *The Rapid* service area

2000 to 2010: Transit Growth in Greater Grand Rapids



As The Rapid began to implement service improvements ridership began to grow in response to the implementation of new buses and service improvement. Much of the service enhancements were related to evening and weekend services, typically the least productive periods for transit service. While the amount of service operated (annual revenue vehicle hours) only grew by 56% between 2000 and 2009, annual boardings on local bus service more than doubled, rising from 4.2 million unlinked passenger trips in 2000 to 9.3 million in 2009.

The dramatic growth in ridership was not The Rapid's only accomplishment over the decade. The Rapid undertook a major capital improvement program, expanding the

vehicle fleet to 199 buses and 66 paratransit vehicles, constructing the Rapid Central Station, the first LEED-certified transit facility in the U.S., and initiating upgrades to the Wealthy Operations Center. In recognition of the agency's accomplishments, The Rapid was named APTA's 2004 Outstanding Public Transportation System in the U.S.

Non-Motorized

Listed below is the "Existing Non-Motorized Transportation Facility Mileage" table broken out by jurisdiction for pedestrian and bicycle type facilities. In summary, the MPO contains over 1,000 miles of non-motorized facilities from sidewalks to four-foot paved shoulders. The existing infrastructure is a tremendous resource to the GVMC area and represents millions of dollars of investment in non-motorized transportation, the majority of which was locally planned and funded. GVMC is exploring funding options to add approximately 280 additional miles of non-motorized facilities.

EXISTING NON-MOTORIZED TRANSPORTATION FACILITY MILEAGE

EXISTING	PEDESTRIAN		BICYCLE			TOTAL
Jurisdiction	Sidewalk/Sidepath	Shared Use Path	Bicycle Lane	Bicycle Route	4' Shoulders	Total Miles Existing Facilities
Ada Twp	3.04	22.52	0.00	0.25	0.00	25.81
Algoma Twp	0.00	0.00	0.00	0.00	0.00	0
Allendale Twp	0.00	0.00	0.00	0.00	0.00	0
Alpine Twp	4.02	0.00	0.00	0.00	0.00	4.02
Browne Twp	0.00	0.00	0.00	0.00	0.00	0
Byron Twp	8.83	0.00	0.00	0.00	0.00	8.83
Caledonia Twp	1.59	0.22	0.00	0.00	0.00	1.81
Cannon Twp	0.34	4.54	0.00	0.00	0.00	4.88
Cascade Charter Twp	0.35	19.57	0.00	0.00	0.00	19.92
City of Cedar Springs	2.35	0.64	0.00	0.00	0.00	2.99
City of East Grand Rapids	17.42	0.06	0.80	0.00	0.00	18.28
City of Grand Rapids	227.33	10.71	0.00	4.03	7.42	249.49
City of Grandville	23.91	8.60	0.00	0.51	0.00	33.02
City of Hudsonville	14.61	1.87	0.00	0.00	0.00	16.48
City of Kentwood	67.68	7.76	0.00	0.00	0.00	75.44
City of Lowell	7.72	0.61	0.00	0.00	0.00	8.33
City of Rockford	4.35	0.00	0.59	0.00	0.00	4.94
City of Walker	23.76	8.34	0.00	0.00	0.00	32.10
City of Wyoming	80.17	24.07	0.00	1.97	0.00	106.21
Courtland Twp	0.13	0.00	0.00	0.00	0.00	0.13
Gaines Twp	13.43	0.69	0.00	0.00	0.00	14.12
Georgetown Twp	7.27	4.02	0.00	0.00	0.00	11.29
Grand Rapids Charter Twp	2.87	9.60	0.00	0.00	0.00	12.47
Grattan Twp	0.04	0.00	0.00	0.00	0.00	0.04
Jamestown Twp	0.00	2.87	0.00	0.00	0.00	2.87
Kent City	0.00	0.00	0.00	0.00	0.00	0.00
Kent Co. Parks / Road Comm.	0.00	52.99	0.00	7.11	111.39	171.49
Lowell Charter Twp	0.00	0.64	0.00	0.00	0.00	0.64
Nelson Twp	1.44	0.00	0.00	0.00	0.00	1.44
Oakfield Twp	0.00	0.00	0.00	0.00	0.00	0.00
Plainfield Twp	15.01	2.28	0.00	0.00	0.00	17.29
Solon Twp	0.00	0.00	0.00	0.00	0.00	0
Sparta Twp	3.73	0.00	0.00	0.00	0.00	3.73
Spencer Twp	0.00	0.00	0.00	0.00	0.00	0.00
Tallmadge Twp	0.00	0.00	0.00	0.00	0.00	0.00
Tyrone Twp	2.39	0.00	0.00	0.00	0.00	2.39
Vergennes Twp	0.00	0.00	0.00	0.00	0.00	0.00
Village of Caledonia	0.00	0.00	0.00	0.00	0.00	0.00
Village of Casnovia	0.00	0.00	0.00	0.00	0.00	0.00
Village of Sparta	0.00	0.00	0.00	0.00	0.00	0.00
Michigan Dept. Nat. Resources	0.00	64.58	0.00	0.00	0.00	64.58
Michigan Dept. of Transp.	0.00	8.33	0.00	0.00	89.02	97.35
TOTAL MILES	533.78	255.51	1.39	13.87	207.83	1012.38

NOTE: Mileage recorded by maintenance organization, therefore some jurisdictions have local facilities that are listed under Kent County.

Appendix G
MPO Self Certification

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**
(for Nonattainment and Maintenance Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Grand Valley Metro Council, the Metropolitan Planning Organization for Grand Rapids, Michigan urbanized area, hereby certify, as part of the STIP 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 23 CFR 450.334;
- II. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C 7504 and 7506(c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. 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;
- VIII. 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;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

James Buck, Chairman
Grand Valley Metro Council

Susan Mortel, Director
Bureau of Transportation Planning

Date

Date

Appendix H

Prioritization/Programming Process (MDOT)

GENERAL

In 1999, MDOT began publishing a **5 Year Road and Bridge Program**. This five year program was developed to document statewide expenditures by MDOT, using revenue from the state gas tax increase and additional federal aid coming to Michigan. It was also used to help provide the public and other agencies in Michigan with information on MDOT trunkline projects planned over the next several years, and to improve interagency project coordination. In 1998, transportation planners were assigned to the MDOT Regions to improve interagency coordination in the five year program development process; Grand Rapids was one of the first Regions included.

Managing and preserving the existing state trunk line system has always been the primary focus of the MDOT road and bridge program. Governor Granholm's "Preserve First" program, and the State Transportation Commission statewide pavement and bridge condition goals, provides direction for the use of federal revenue from TEA 21 and revenue from the state gas tax. These condition goals are used by the Regions and Transportation Service Centers (TSCs) for development of the five year program.

The general categories of trunkline work include the following:

- Routine and Heavy Maintenance
- Capital Preventive Maintenance
- Road and Bridge Rehabilitation and Reconstruction
- Capacity Improvements
- New Road Construction
- Major Project Research/Studies

GRAND REGION PROJECT DEVELOPMENT PROCESS

Road and Bridge Rehabilitation/Reconstruction, and Capital Preventive Maintenance (CPM) is the primary responsibility of the Region and TSC offices. The MPO coordination process at the MDOT region level usually focuses on Road and Bridge Rehabilitation / Reconstruction needs; major Capacity Improvements, New Roads, and Studies also include MPO coordination, with both MDOT central office and region involvement. Project selection is based on MPO and statewide priorities and funding levels. The MDOT Region Planners obtain MPO involvement early in the project development process for the road and bridge preservation program, prior to publishing the 5 Year Road and Bridge Program.

Routine (snow plowing, pot-hole filling, etc.) and Heavy (skip-matching, etc.) maintenance in the Grand Region is carried primarily by cities and county road

commissions under contract. Routine maintenance is primarily state funded and not eligible for federal aid. MDOT staff also performs various maintenance and repair activities on trunkline bridges and related facilities. Most of MDOT's state and federal revenue is spent on the *System Preservation* activities. **New Roads, Capacity Improvements, and Studies** are developed based on statewide priorities, needs, and funding availability. Generally, **less than 20%** of MDOT's 5 year program is allocated to new roads and capacity improvements (NR/CI). Under the reduced funding plans, NR/CI projects will be limited further, funding targeted to preservation and maintenance needs.

MDOT Grand Region Preservation Project Development Process:

1. Before the MDOT 5 year program is developed, Region planning and project development staff identifies trunk line corridors needing pavement and/or bridge rehabilitation or repair. Trunkline needs in the eight county Grand Region are provided to the MPO staff and committees. MPO comments, priorities, and needs related to state owned facilities are discussed through the MPO committees.
2. Based on MPO comments, other public and agency comments, system needs, and MDOT statewide pavement and bridge goals, proposed annual projects and 5 year strategy are developed within the estimated resources available to the Grand Region. Each MDOT region is allocated funds for roadway and bridge preservation projects, based on statewide system condition needs and funding levels, which may change from year to year. The 5 Year Program is updated and extended annually based on projected revenues and needs statewide.
3. In general, pavement condition needs are based on pavement distress, ride quality, and estimated remaining service life.

Distress - is an index of pavement distress (cracks, and joints, etc.) measured in 0.1 mile segments. It starts at zero and increases as pavement condition worsens. Pavement reconstruction and/or rehabilitation is considered for pavements with an index of 50 or above. Below 50, generally CPM is considered, as needed, to preserve pavement life.

Remaining Service Life (RSL) - is calculated based on the distress index. It is another factor used to evaluate whether pavement rehabilitation or reconstruction is needed, and when it should be scheduled.

Ride Quality - is an index of user perception of pavement ride quality, reported in 0.1 mile increments. The scale starts at zero and increases as ride quality decreases. Generally, pavement with an index of 70 or above is considered for reconstruction or rehabilitation. This index is used in conjunction with the Distress index and RSL factors to develop the five year program.

The PASER rating system - is also being used to inventory roadway conditions for both state and local roads on a common statewide basis as required by Asset Management legislation passed in 2002. PASER ratings are currently developed on a system level basis to evaluate and compare all federal-aid eligible roads and highways.

In summary, these condition factors are considered for road and bridge project development activities. Other issues considered include initial MPO comments, local project coordination, trunkline project coordination and continuity, geographic balance, distribution of MDOT TSC staff resources, and other local or public concerns like economic development activities, utility coordination, etc. In addition to surface condition factors, structural conditions are also evaluated when developing bridge projects. Bridge projects are often coordinated with major corridor pavement projects to minimize future inconvenience to the users of the system. Pavement and bridge conditions are also routinely monitored and updated by Region and TSC staff.

The Grand Region Project Development Team reviews these factors, balances Region needs and resources, and develops a draft five year program strategy for the Region. The proposed 5 year road and bridge program strategy for the Grand Region is also reviewed annually by MDOT central office staff for consistency with statewide goals.

4. A draft project list is developed for the region based on financial resources available. A “mix” of short, medium and long-term “fixes” is proposed, which is based on condition, effective use of available resources, and achieving the statewide roadway and bridge condition goals. Heavy maintenance is considered for some pavement and bridges to maintain and extend service life prior to scheduled major preservation fixes.
5. The draft 5 year road and bridge program is presented to the MPO for coordination with other local projects, MPO TIP development activities and public involvement as part of the entire MPO TIP project list. An annual proposed CPM list is developed and presented to the MPO for comments; CPM is a general program line item in the TIP. The objective of the CPM program is to preserve the condition of roadways and bridges during the life of major preservation fixes.
6. After receiving and considering MPO issues, MDOT goals, Grand Region needs, funding levels, and geographic balance, a final 5 year road and bridge preservation program, is developed for the Grand Region. If additional funding (such as Safety or CMAQ funds) is available, and based on region and/or MPO issues, some limited improvements (intersections, short sections of center left-turn lanes, freeway weave/merge lanes, etc.) can be made with road and bridge preservation projects. Like other agencies represented on the MPO, MDOT region projects within the MPO MAB are included in the MPO TIP, as required; others, outside of the MPO area, are included in the Statewide TIP.

7. The Grand Region program also becomes a component of the MDOT statewide 5 Year Program, which is approved by the State Transportation Commission and reviewed by the State Legislature. The MDOT 5 Year Program is updated annually, with another year added; the STIP and MPO TIP are updated usually every two years, and amended as needed. The MPO is involved annually in the Region's project development process as described above.
8. Pre-construction public information meetings are also held, with directly affected businesses and residents, for most major system preservation projects, to review construction schedules, detours, and related impacts.

Conceptual Major (Capacity Improvement or New Road) Project Development Process

Major projects, like M-6 or the I-96/Airport Area Access Study, follow a similar planning process; however, they are developed and prioritized on a statewide basis, identified from MDOT Region and MPO needs and priorities. Major NR/CI projects are advanced based on resources available statewide, as balanced against statewide system preservation goals (such as freeway modernization). If financial resources are available, major improvement projects on the existing system are coordinated with pavement and bridge preservation projects identified by the Regions, as noted.

General Planning Process:

- Major system needs and issues are initially identified through a variety of sources, including but not limited to the MPO Long-Range Transportation Plan (LRP), MPO and MDOT statewide model output, MDOT Region operating condition issues, MPO and local agency staff, public comments, current or pending economic development issues, etc.
- In MPO areas, state and local major NR/CI project needs are prioritized within anticipated revenue for the LRP. Major trunk line needs identified through the MPO planning process are communicated initially to MDOT through the Region/TSC planning and/or project development staff. Major project proposals are initially reviewed with other Region needs, and coordination with road and bridge preservation project schedules.
- Major trunkline NR/CI project priorities, identified by the MPO and MDOT Region staff, are communicated to the MDOT Central Office for consideration with other statewide needs, the State LRP (MI-Transportation Plan), system goals, priorities, and funding availability.
- After concurrence on priorities by the MPO, affected local agencies, and MDOT, studies are initiated based on the corridor or sub-area needs identified. Studies usually start as broad-based needs and issue assessments, or corridor access

management studies to preserve trunkline capacity and improve operations. Once the specific need is refined, various alternatives are initially assessed for feasibility and effectiveness in addressing the issues. Depending on the outcome, an Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required through the federal National Environmental Policy Act (NEPA); interchange justification reports (IJR) are also required for new or modified interstate access. These studies can take several years, and will involve MDOT, local agencies, and MPO staff participation, as well as public hearings, and state and federal review agency concurrence.

- FHWA approval is required for EAs, EISs and IJR. In order to receive FHWA approval, the recommended/preferred alternative must be included in an air quality conforming and financially constrained MPO LRP, and a major phase in the MPO TIP. For major trunkline NR/CI projects, MDOT funding commitments and schedules will be based on statewide and region needs, and funding availability. Local and/or MPO funding commitments may also be used to request advancement of major projects. Unfunded trunkline corridor needs can be included in the MPO LRP as Illustrative Projects.
- Upon federal approval, and with MDOT, MPO, and local funding and schedule commitments, major NR/CI projects are included in the MDOT 5 year program and MPO TIP for construction.

Appendix I

Prioritization/Programming Process (ITP)

Operating and Capital Projects

All operating and capital projects undertaken and implemented by The Rapid are derived from the Transit Master Plan (TMP). The TMP is document that provides a strategic direction for The Rapid over the next twenty years. The TMP identifies current and future transit needs, examines alternate courses of action, and targets transit improvements that should be pursued by The Rapid over the next 20 years to accommodate the region's growth and improve the quality of life. The TMP also includes an update of the 2005 comprehensive operational analysis, a review of the paratransit service (GO!Bus), and prescribes transit-supportive land use policies for corridors identified as possible BRT or modern streetcar service.

The result of the 2030 Transit Master Plan's planning process, the Preferred Scenario, details specific service enhancements, new programs and provides an anticipated level of local investment needed to sustain such a program. In order to generate a financial program, the TMP team developed an illustrative phasing program, showing how improvements could be implemented over the next 20 years. This program is by no means a specific roadmap for implementation. The Preferred Scenario is based on several assumptions, including support for additional service from the townships surrounding the six cities and availability of additional state operating support through an increased fuel tax. While the TMP identifies specific service improvements and capital projects, local needs and resources can change over time. For this reason, it is important to recognize that some recommended service improvements and capital projects may not be implemented as originally planned but may be refined, deferred or even accelerated based on local conditions.

The TMP is a "People's Plan" that reflects each communities' needs and vision for the future of transit in greater Grand Rapids. This transit vision must stretch beyond individual jurisdictions to partnering cities to form a unified and well established system. Toward this end, communication, participation and involvement in the TMP were essential ingredients to building consensus around the plan and building broad support for The Rapid. By integrating technical development with public engagement and input, the project team developed a strategic plan that proactively engaged both transit users and non-users to generate excitement and enthusiasm of the region's future and highlight the benefits of the proposed improvements.

The Mobile Metro 2030 Task Force (MMTF) was re-activated as part of the TMP to play a key role as regional advisors. Their mission is to ensure that each interest group is appropriately represented and that they continue to act as conduits between their constituency group and ITP. In its previous membership, the Task Force included elected representatives from each of the six city regions, business leaders, residents,

and local/regional partner agencies. As part of the re-activation, the Task Force was expanded to include representatives from ethnic and outlying Chambers of Commerce, alternative mode advocates, environmental organizations, local caregiver representatives, and college administrators.

The Mobile Metro 2030 Task Force, beginning in October 2009, met monthly over the course the TMP's development and its members were critical conduits between the community and civic organizations and The Rapid as needs and potential projects were identified. Because the Task Force captured a cross-section of the greater Grand Rapids community, they were an excellent sounding board at The Rapid and the project team bundled the projects in possible implementation scenarios.

On February 16, 2010, The Rapid and the project team held a visioning workshop with the Task Force to discuss short and long term needs, conduct a "voting exercise" allowing MMTF members to identify issues of key importance and then concluded with a group discussion on areas of consensus. The areas of consensus were as follows and echoed the sentiments we heard from the community workshops:

- Expansion of *The Rapid* service area to provide regional service, beyond the current six cities.
- Improvements in the current service (i.e. more frequent service, more stops, improved Go!Bus service for the ADA and senior community members).
- Advancement of BRT service on Division Avenue and possibly elsewhere.
- Identification of key suburban areas and serve them with Park and Ride lots and commuter bus service.
- Encouragement of transit oriented development via public policies, parking rates in downtown Grand Rapids, site design, etc.
- Greater emphasis on attracting new "choice riders" (those who have access to a car, yet choose to take transit).

On May 26, 2010, the Task Force recommended that The Rapid Board of Directors adopt a Preferred Scenario to guide the agency's improvement and expansion program over the next 20 years.

Technical Advisory Team

The coordination between The Rapid and the Metro Mobile 2030 Task Force was also complemented by a Technical Advisory Team (TAT). The TAT was comprised of government officials from the six cities, Kent County, GVMC and the Michigan Department of Transportation. The TAT met bi-monthly to review project progress, coordinate the TMP with other ongoing regional plans, and provide a perspective of local issues and concerns.

Community Workshops – Issues and Needs

After working with The Rapid and GVMC to develop some basic information on how the region was expected to grow over the next twenty years and where those future residents might travel to and from, the project team set out to engage residents in the six cities through six community workshops. Each workshop began with an open house, followed by a short presentation and closed with a question and answer session. The dates and times of the six meetings are listed below.

- 1) Wyoming: Nov. 4, 6-8 pm
- 2) Kentwood: Nov. 5, 6-8 pm
- 3) East Grand Rapids: Nov. 11, 6-8 pm
- 4) Grand Rapids: Nov. 12, 7-9 pm
- 5) Grandville: Nov. 17, 6-8 pm
- 6) Walker: Nov. 18, 6-8 pm

At each workshop, the project team listened to residents voice their concerns regarding existing service and ideas for new service. While some comments were very specific (i.e. Route 24 - Burton needs weekday evening service or a concrete pad at a particular stop), most comments were more broadly based (i.e. a general need for improved night and weekend service). The specific comments were recorded for The Rapid to possibly address in the short-term or through the COA update and the broad comments were condensed into fifteen issues that the public were then asked to prioritize in an online survey. In addition to an online survey, The Rapid also made use of mailings, radio, newspapers, the internet, facebook, and twitter to engage as much of the public as possible through the TMP process.

The TMP is essentially divided into three parts: near term, mid-range, and long term improvements/priorities. From the TMP, The Rapid is able to create near-term (five-year) operating and capital plans. Two such documents are the Comprehensive Operational Analysis (COA) which identifies priorities, services, and revenue sources for the next five years and The Rapid's Five Year Capital Plan, which identifies all capital projects and revenue sources for the next five years. From these two documents, annual service and capital plans are developed that identify all operating a capital projects for the coming year.

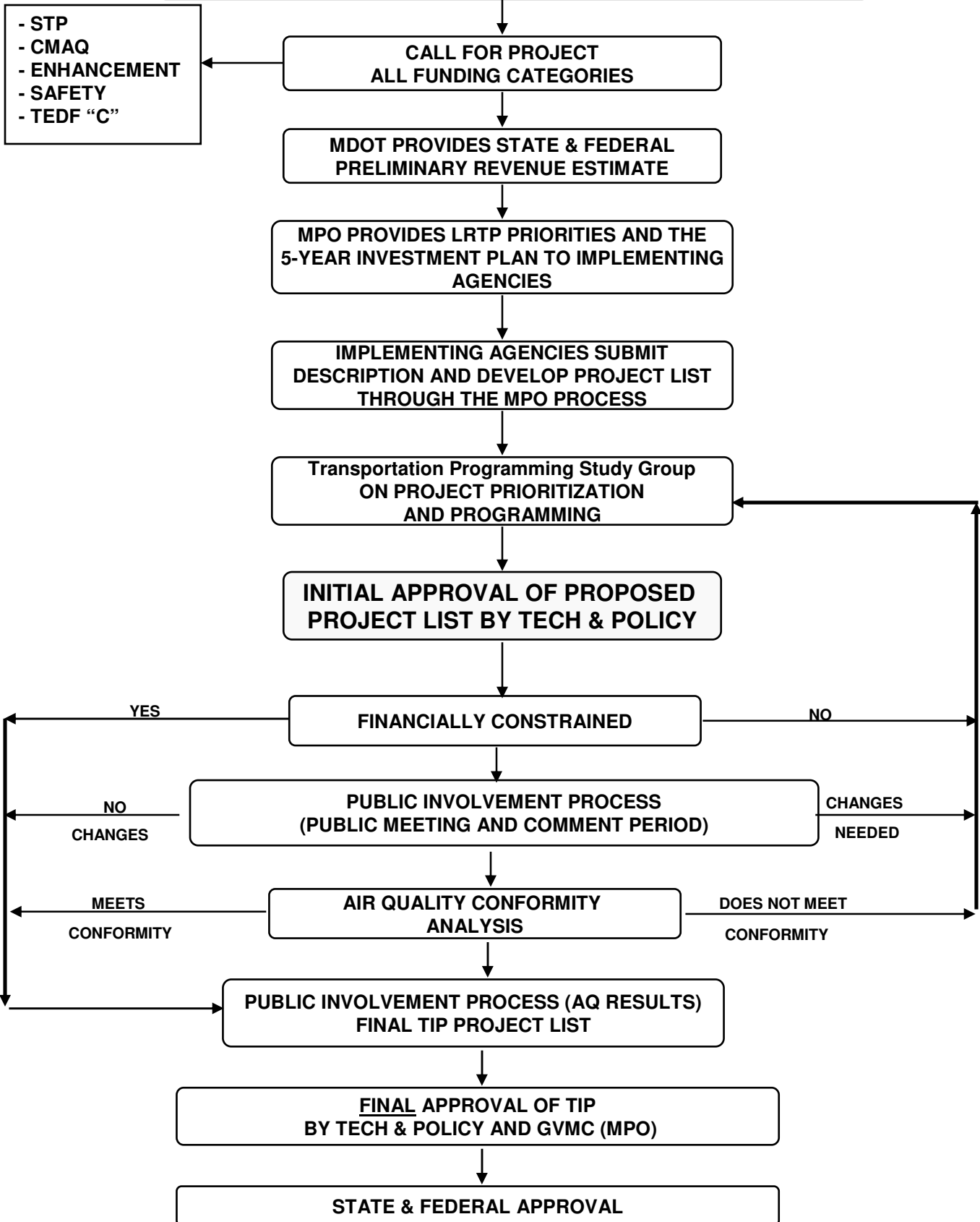
Appendix J

Prioritization/Programming Process (Local Jurisdictions)

The local (jurisdictions other than MDOT and ITP) prioritization process is discussed in Chapter VI (project selection) as well in Appendix F (System Condition) which employs the updated Policies and Practices for Programming Projects document (Appendix K).

A slide with the steps taken to complete the TIP is included later in this appendix. Next is the schedule to develop the STIP/TIP followed by the estimates MDOT provided to GVMC staff to develop the TIP list of projects. Finally, another slide is attached that outlines the process by which TIP amendments, TIP modifications and LRTP amendments are handled by the Grand Valley Metro Council committees.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



- STP
- CMAQ
- ENHANCEMENT
- SAFETY
- TEDF "C"

** LRTP = LONG RANGE TRANSPORTATION PLAN

FY 2011-2014 STIP/TIP Development Schedule

Timeframe	STIP (MDOT)	TIP (MPOs)	Public Participation
October - November 2009	Revenue Estimates After federal revenue announcement, cooperatively develop the federal and state revenue estimate and its distribution statewide.		
November 2009 - January 2010	Project Selection MDOT region offices discuss the 5 Year Transportation Program and the recommended trunkline projects with the MPOs. After consideration of MPO comments, MDOT regions provide trunkline project list to MPOs.	MPOs conduct project selection process.	
February 2010	Take preliminary snapshot (query) of the MAP database (date TBA) and provide it to the MDOT regions for review for completeness and accuracy. Region offices update FY 2011-2014 project data on MAP database as needed. Begin general program account (GPA) development.	MPO committees review draft TIP project list and financial constraint demonstration.	
March 2010	Take final snapshot (date TBA). Complete GPAs. Provide final snapshot & GPAs to MDOT regions and MPO reps. MPO reps. forward snapshot and GPAs to MPOs.	MPOs that are required to do Air Quality Conformity must have the Policy Committee approve the draft TIP project list.	
April - May 2010	Air Quality Conformity, Environmental Justice Analysis and Environmental Consultation Complete STIP air quality conformity and environmental justice analysis.		
June - July 2010	Prepare draft STIP document.	MPO TIP Approval MPO TAC & Policy Committees approve final FY 2011-2014 TIP and final amendment to the FY 2008-2011 TIP to ensure FY 2011 is identical in both documents.	
July 15, 2010	MPO reps. program (add to the MAP database) the FY 2011 local projects by July 30 th .	Submit TIPs to MDOT by July 15th	

Timeframe	STIP (MDOT)	TIP (MPOs)	
August 2010	<p align="center">Finalize STIP</p> Document statewide financial constraint. Obtain MDOT management approval.		
August 13, 2010	<p align="center">Submit STIP and TIPs to FHWA/FTA by August 13th plus Air Quality Conformity Analysis (where appropriate)</p>		
September 2010	FHWA, FTA and EPA Review		
	MPO reps. program (add to the MAP database) the FY 2012-2014 local projects by October 1 st .		
October 1, 2010	FHWA and FTA approve STIP & TIPs by October 1st		
October 2010	Notification of Approval		
	Notify all stakeholders of STIP approval MPO reps. populate (fill) all STIP fields in MAP database for approved projects.	Notify all stakeholders of TIP approval.	

*The TIP (MPO) schedule is a generic schedule and does not apply to any specific MPO.
 Contact the individual MPOs for specific TIP development schedules.*

Appendix K

Policies and Practices for Programming Projects

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 Long Range Transportation Plan prior to implementation through the TIP process. The funding ratios for capacity deficient projects should be set at 80% federal/EDFC 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 Long Range Plan.

Explanation: If a facility 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

V/C 1.01 - 1.25 = LOS E

V/C 1.26 - 9.99 = LOS F

Capacity Deficient

A comprehensive Roadway Infrastructure Management System (RIMS) will be developed and used as an inventory for all federal aid roadways within the MPO boundary. The information contained in RIMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIMS will be updated as information becomes available. All Long Range Plan projects (state and local) will come from RIMS. Data for RIMS will be acquired through various sources, including but not limited to local data submittal, the GVMC traffic count program, MDOT's traffic count program, 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 Long Range Plan. No improve/expand or bridge projects will be programmed that do not address current and future congestion

through the life of the Long Range Plan.

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 to be included in the TIP that receive federal funding, must be first justified by current and accurate facts and figures identifying the need, the demand, and funding for such services. A commitment to continue the proposed service beyond the scope of the federal funding must also in place if rider ship meets projections.

Projects located in the high priority corridors will be noted on the deficient project pool listing.

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 Interchange Justification Report (IJR), to assess traffic impacts on the Interstate highway system.

The EA, EIS, and IJR 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.

This item was passed by the TIP committee to accept the Capacity Deficient Project Eligibility proposed strategy/practice as submitted.

Condition deficient project eligibility

Previously Stated Goal:

To maintain and improve the system-wide pavement condition.

Proposed 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 1/3 of the entire system condition data annually. This data will be reviewed by local agency staff. Any discrepancies noted by local agency staff will be reviewed by MPO staff. MPO staff will make the final Pavement Condition Index (PCI) determination. Once complete the condition data will be incorporated into the Roadway Infrastructure Management System (RIMS).

The MPO shall program federal funds according to the following criteria:

PCI Investment Scale

PCI 0 - 45 eligible for Reconstruction
PCI 0 - 70 eligible for Major Overlay

The MPO shall divide equally all available STP (or similar) funding between major reconstruction and major overlay projects. Major reconstruction projects are defined as complete removal of the existing roadway and replacement. Major overlay is defined as removal, if necessary, of the top layer of pavement and replacement.

Match ratios for reconstruction projects will be set at 50% federal with a required 50% match. Alternative match ratios may be applied for facilities on the high priority network.

Suggested Match Ratio for Overlay Projects

ADT Range	Match Ratio (fed/local)
25,000 & Over	80/20
10,000 – 24,999	70/30
5,000 – 9,999	60/40
Under 5,000	50/50

Projects should not be programmed on facilities that are scheduled for major water, sewer, or utility work, as these facilities will be reconstructed as part of the utility project. Federal transportation funding should not be used to subsidize water, sewer, and other major utility projects.

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

MPO staff will work with MDOT staff to develop a system-wide inventory that includes state trunk lines.

Condition improvement projects shall include in the project description (as a participating cost) any/all elements of planned ITS deployment.

Functional Classification

Current Policy/Practice

Currently there is no policy to determine how roads are classified.

TIP Committee recommended 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:

NFC #	Facility Type	Current Low Volume	Current High Volume	Current Average Volume	Proposed Minimum Threshold*
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.

This item was passed by the TIP committee to accept the Functional Classification proposed strategy/practice as submitted.









High Priority Corridors

Current Policy/Practice

The current policy/practice is reviewed on a case by case basis.

TIP Committee recommended Policy/Practice:

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 TIP committee recommends 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.

Obligation Authority issues

Current Policies/Practices

Carry over projects (where possible) have priority to be funded in the next year of the TIP.

TIP Committee recommended Policy/Practice:

- ✘ Encourage the use of Advance Construction (in the second and third year of the TIP) (STP-Urban funds only).
- ✘ 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.
- ✘ Preferably the third year of the TIP contains easily built projects (several overlay projects).
- ✘ Monthly project tracking.

The TIP Committee recommends 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 committee a project tracking sheet on a monthly basis.

Adding/programming new projects/revised project limits to the TIP and LRTP

Current Policy/Practice:

Below, more specific information is provided /recommended to augment the existing policies/practices for TIP and LRTP revisions.

TIP Committee recommended Policy/Practice:

There are two actions that are covered by this policy/practice, administrative adjustments/modifications and TIP/LRTP Amendments.

Administrative Adjustments/Modifications

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

- Minor changes in cost (20% or less, plus financial constraint must be maintained)
- Minor changes in scope
- Changes in funding source within the same funding source type (i.e. federal to federal, state to state, local to local)
- Corrections to minor listing errors that don't change cost or scope
- Revisions that cause projects to switch years while maintaining financial constraint

Administrative adjustments/modifications do not require Federal approval. GVMC practice is that administrative adjustments require Technical and Policy Committee approval only. GVMC Board approval is not required.

In the event that an administrative adjustment/modification must be considered immediately, staff will have the authority to implement that adjustment 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.

Administrative adjustments/modifications will be communicated to MDOT and FHWA in a timely fashion.

Amendments

Amendments require federal approval and are characterized by one of the following proposed changes:

- Adding a new project
- Deleting a project
- Major cost change to a project
- Changing non-Federally funded project to Federally funded project
- Major changes in project design concept or design scope
- Changing an existing project to an advance construction project
- Moving an illustrative project into the body of the TIP/LRTP document

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 require the approval of the Technical Committee, Policy Committee, and the GVMC Board. Committee approved amendments will be forwarded to MDOT via electronic format and hard copy with updated project sheets, financial constraint documentation, and proof of MPO action. MDOT will then forward the changes to FHWA.

In the event that an amendment item must be taken directly to the GVMC Board because of timing purposes, permission must be obtained from the Chairpersons of both the Technical and Policy Committee to move the action forward. If the Chairperson from either committee is not available, permission for the Vice-Chairperson will be sought.

Adding/Amending New Projects to an Existing TIP:

- Resurfacing Project -** Should be listed in the Pavement Management System deficiency list with a PCI of 70 and below.
- Reconstruction Project -** Should be listed in the Pavement Management System deficiency list with a PCI of 45 and below.
- Expand & Widen Proj. -** Should be listed in the Congestion Management System capacity deficiency list and be listed in the Long Range Transportation Plan.
- ITS Project -** Should be recommended by the ITS committee.
- Transit Project -** Should be listed in the 5 years Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.
- Buses -** All buses should come from the Fleet Replacement Plan.

Procedure for Adding New Project(s):

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

Adding/Amending New Projects to an Existing Long Range Transportation Plan:

- Reconstruction Project -** Should be listed in the Pavement Management System deficiency list with a PCI of 45 and below.
- 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 years Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.

Procedure for Adding New Project(s):

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

Advance Construction

Current Policies/Practices

When the TIP program is developed it needs to be financially constrained.

The conversion of advance construction projects is the 1st priority.

TIP Committee recommended Policy/Practice:

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 three year TIP and the Illustrative program

The TIP Committee recommends that the use of Advance Construction be restricted to the first 3 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.

CMAQ Program issues

Current Policies/Practices

Traditionally busses, intersections and the Ozone Action Program are funded with this program

MDOT/Local split of the funds (MDOT gets 50% of the CMAQ funds off the top).

TIP Committee recommended Policy/Practice:

Eliminate the 50/50 split of CMAQ funds allocated to this MPO between MDOT and the local jurisdictions.

With the CMAQ funds allocated to the MPO, the TIP Committee will rank all CMAQ eligible projects based on emission reduction/cost benefit basis. (Competitive based on emissions).

Develop and have in place a consistent and improved statewide evaluation process of CMAQ projects.

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

1. MDOT will do the East/West estimating of funding split.
2. MDOT will provide estimates of funding available for each MPO (GVMC, MACC, WMSRDC) and rural Ottawa County based on population using the 2000 Census data.
3. Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
4. MDOT will provide a time line with the estimates for completion of task #3.
5. All parties will meet to discuss all projects and compile the CMAQ program.
6. MDOT makes the final decisions to reach financial constraint of the final program.
7. This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard.

Funding Sidewalks

Current Policy/Practice

Use of Federal Funds under the current policy/practice is not allowed to build sidewalks.

TIP Committee recommended Policy/Practice:

The TIP Committee recommends continuing the practice of not allowing federal funds for the construction of new sidewalks.

Regional Non Motorized Facilities

Current Policies/Practices

Encourage the use of the Enhancement program and local funds to build non motorized facilities.

TIP Committee recommended Policy/Practice:

Enhancement and local funds will be used to build non motorized facilities.

The TIP Committee recommends continuing the practice of using Enhancement Funds to build non motorized facilities.

Funding Right of Way (ROW) with federal funding

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

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

The TIP Committee recommends continuing the practice of not allowing the funding of right-of-way except on a case by case basis.

Funding Engineering costs

Current Policy/Practice

There is no current policy or practice in the use of Federal Funds for engineering costs.

TIP Committee recommended Policy/Practice:

No Federal/State funds for Engineering.

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.

The TIP committee recommends continuing the current practice of not funding Engineering Costs – that restricts Federal Funds from being used for Engineering Costs by local jurisdictions.

Other Issues

Safety

TIP/Staff recommendations:

The MPO will develop a Safety profile. Additional safety groups should be included in the public involvement list. The ITS Traffic Operations committee should address the technical aspects.

ITS

TIP/Staff recommendations:

ITS projects shall come through the ITS Committee. Develop a demonstration of a high priority project package for ITS in the region and to set aside a formal dedicated source of funding to mainstream ITS applications.

Rural areas

TIP/Staff recommendations:

No changes recommended, all projects included for rural funds come through the Rural TIP Committee.

Planning/Engineering studies

TIP/Staff recommendations:

No changes recommended. As requests are made for studies, provided the study is regional in nature and funding is available, GVMC will provide funds along with the participant providing local match for the study to be undertaken.

Land Use/Transportation Planning

TIP/Staff recommendations:

Staff will coordinate projects with the blue print and local planning staff.

Public Involvement

Staff recommendations:

Staff is currently reviewing the current public involvement process.

Railroads

No recommendations are being made at this time.

Traffic Calming

This item was added as a result of a suggestion at a Technical Committee meeting.

Appendix L

Mobile 6.2 Sample Input/Output files

Due to the large number of pages, the input/output files are not included in this printing. If you would like more information or a copy of the input/output files please contact Darrell Robinson at (616) 776-7609.

Appendix M
FY 2011-2014 Transportation Improvement Program
Public Comments



Grand Valley Metropolitan Council

Transportation Division

Transportation Improvement Program / Long Range Trans. Plan Amendment Public Meeting

Tuesday, May 18, 2010

GVMC Offices, 678 Front Ave N.W. Suite 200, Grand Rapids

Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
DOUG STASSEN		
ALLA STASSEN		
RICK VUYST		
Deck Andrejczak		
Shaun Bradley		
STEPHEN KEPLER		
Lori McPeck		
Dick Oake		
KEN KLOMPARENS		
Mark C. LEWIS		
DENNIS KENT		
Steve Dodgson		

3
bal.v

GVMC

Public Comment Form

Project: Plainfield - Leonard to Ann St. (2012 STP)

Comments:

I have concerns that this work will be done without
consideration of the Creston Corridor Master Plan.

Consideration for the master plan should be used
when the TIP is implemented.

Who can I work with to help guide the direction
of this project?

(More room available to write on the back)

<u>Deck Andreozak</u>
Name
<u>[REDACTED]; Rochester, MI 49341</u>
Address
<u>[REDACTED]</u>
Phone Number
<u>[REDACTED]</u>
1. Would you like to be added to our mailing list?
<input checked="" type="checkbox"/> Yes
<input type="checkbox"/> No
2. How did you hear about today's public meeting?
<u>mailing</u>



Public Comment Form

Project: 10 mile Road (2011 EDF-C)

Comments: There should be concern for this road going from 2 to 5 lanes in this area.

This could easily become a divided road with two lanes in each direction with a grass and tree median.

Who can I work with on the direction of this project?

(More room available to write on the back)

Deck Andrejczak
Name
Address
Phone Number
1. Would you like to be added to our mailing list?
2. How did you hear about today's public meeting?
mailing

GVMC

Public Comment Form

Project:

Resurface Bauer Rd 24th-56th Ave - 2012

Comments:

Just wondering if this will be any more extensive than simply resurfacing. Doesn't sound like it - which is fine with us - but I would appreciate knowing if it would be.

I would be concerned if it would involve removing either of our trees in our front yard.

Thank you for keeping us informed!

(More room available to write on the back)

Name	Lori McPeck
Address	[REDACTED] Jenison 49428
Phone Number	[REDACTED]
1. Would you like to be added to our mailing list?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No regarding this project.
2. How did you hear about today's public meeting?	Letter

GVMC

Public Comment Form

Project: 44th - Stafford Ave to Division Ave - 2014

Comments:
When the project is being designed we would like to be notified of the plan design & timeframe. Also 8 businesses use our drive on 44th that will be impacted if our access is restricted from either the east bound or west bound.

(More room available to write on the back)

<u>Shawn Badla</u> Name
<u>[REDACTED] Wyoming, MI 49548</u> Address
<u>[REDACTED]</u> Phone Number
1. Would you like to be added to our mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. How did you hear about today's public meeting? <u>Notice in mag.</u>

GVMC

Public Comment Form

Project:

2013 M-11 AT CLYDE PARK AND M-11 FROM M-37 TO I96

Comments:

BOTH PROJECTS AFFECT 2 OF OUR STORES (WYOMING AND KENTWOOD)
THE M-11 AT CLYDE PARK SIGNIFICANTLY AFFECTS OUR BUSINESS.
OUR BUSINESS IS VERY SEASONAL WITH AS MUCH AS 50% OF OUR
ANNUAL BUSINESS DONE FROM APRIL - JUNE. WHAT OPTIONS ARE
AVAILABLE TO INFLUENCE TIMING AND CONTRACTOR INCENTIVES TO
COMPLETE THE PROJECT?

[Handwritten Signature]

(More room available to write on the back)

<p>Name <u>RICK VUYST FLOWERLAND</u></p>
<p>Address <u>[REDACTED] WYOMING 49509</u></p>
<p>Phone Number <u>[REDACTED]</u></p>
<p>1. Would you like to be added to our mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>2. How did you hear about today's public meeting? NOTICE PASSED ALONG TO ME BY WYOMING DPA MEMBER</p>

GVMC

Public Comment Form

Project:

S. DIVISION AVE. 54TH TO 60TH

Comments:

THIS STRETCH OF ROAD BADLY
NEEDS A LEFT TURN LANE,
ALSO A SIDEWALK ON THE WEST SIDE

(More room available to write on the back)

<p>DOUG STASSEN</p> <p>Name</p> <p>[REDACTED]</p> <p>Address</p> <p>[REDACTED]</p> <p>Phone Number</p> <p>1. Would you like to be added to our mailing list?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>2. How did you hear about today's public meeting?</p> <p>YOUR NOTICE SENT TO ME.</p>
--

5/18/10



Public Comment Form

Project: Plainfield repaving - M-44

Comments: Approx. 29 months ago I was told I had 3 months to live. I probably won't worry about a project that is un-funded and not scheduled until 2014. Good luck on it.

(More room available to write on the back)

Richard Oate Normandie Bldg LLC
 Name

[Redacted]
 Address

[Redacted]
 Phone Number

1. Would you like to be added to our mailing list?
 Yes
 No

2. How did you hear about today's public meeting?
 Notice addressed to office.

Unema

●Hudsonville, MI 49426

11 May 2010

Grand Valley Metropolitan Council
678 Front Avenue, NW, Suite 200
Grand Rapids, Michigan 49504

Attention: Darrell Robinson, Transportation Planner
Re: 2012 proposed project, Bauer Road, Ottawa County, 56th to 24th Avenue

Dear Darrell:

We are writing in support of the proposed resurfacing of Bauer Road from 56th Avenue to 24th Avenue. We assume this resurfacing will involve replacing the 24' roadway and adding 3' shoulders on both sides of the road. With speed limits of 55 mph on Bauer Road, cycling can be very dangerous on our roadway. The 3' shoulders will provide more room for bicyclists and joggers who use the roadway in our area regularly.

Thank you for asking for our input,



Rod and Jill Unema



GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP • CEDAR SPRINGS • COOPERSVILLE • COURTLAND TOWNSHIP • EAST GRAND RAPIDS • GAINES TOWNSHIP • GEORGETOWN TOWNSHIP • GRAND RAPIDS • GRAND RAPIDS TOWNSHIP • GRANDVILLE • GREENVILLE • HASTINGS • HUDSONVILLE • IOMA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

May 3, 2010

Dear Property Owner:

The Grand Valley Metropolitan Council (GVMC), as the federally-designated transportation planning agency for the Grand Rapids Metropolitan Area, is sending you this notice as part of the short range transportation planning process. Part of that process involves compliance with Title VI of the 1964 Civil Rights Act and Executive Order 12898 "Federal Actions to Address Environmental Justice." These federal programs seek to serve traditionally under-served populations by including them in the decision-making process for programs that receive federal funds. Every four years, GVMC works with local cities, counties, the State of Michigan, and the Federal government to identify future transportation improvements in the area and when those improvements should be completed. As a result of this process, you are receiving notice of future transportation work that may take place in your area.

Proposed 2012 Project: 54th St — Clyde Park Ave to Division Ave

Proposed Work: Resurface roadway

This project may be financed in part with federal transportation funds. Because federal funds could be used on this project, we are providing an opportunity for input from you. If you have any comments or input you would like to provide on the above project, please contact us at:

Grand Valley Metropolitan Council
678 Front Ave, NW, Suite 200
Grand Rapids, Michigan 49504
Attn: Darrell Robinson, Transportation Planner
Telephone: (616) 776-7609
Fax: (616) 774-9292
E-mail: robinsond@gvmc.org

I am in favor of the project.
Darrell Robinson, Pres
GVMC

Action on your part is not required. You are receiving this notice for information purposes only.

If you wish to comment and have that comment be included in the Fiscal Year 2011-2014 Transportation Improvement Program, you must submit your input by June 1, 2010. If you would rather speak to GVMC staff, a meeting to allow for comment on the above project will be held:

May 18, 2010 5:00 PM at the Grand Valley Metropolitan Council offices, address listed above.

If you have questions, comments or need more information, please use the contact information above.

Thank you and have a nice day.

May 24, 2010

Grand Valley Metropolitan Council
678 Front Ave, NW, Suite 200
Grand Rapids MI 49504

Regarding proposed 2013 project
Northland Dr.-Indian Lake Rd to South St.

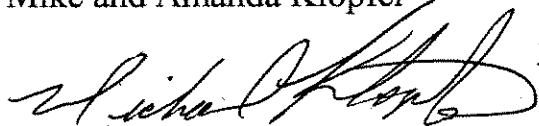
I wish to have the following included in the 2011-2014 Transportation Improvement Program.

We live at [REDACTED] Northland Dr., Solon Township, just south of Cedar Springs. In recent years, Northland Dr. was widened to include a turning lane when the Middle School was built. To our knowledge, no improvement was made in drainage on the West side of the road. I did try to contact the county about possibly adding a ditch near Northland but that was not helpful. Our .5 acre yard sits next to a ditch on the North, empty lot to the South and swampy area to the West. The runoff from rain and snowplowing has increased our water table, which was already quite high. Our home's well and two large trees sit near Northland Dr. on the East side of the property.

Our concern is the lack of adequate drainage will become an even larger issue impacting our property value, septic, foundation and yard drainage. Please consider the potential effects and possible means to minimize negative consequences to our home and property. If there is anything else we can do to facilitate this please contact us.

Thank you,

Mike and Amanda Klopfer





MR. Robinson,

All I ask is to
do as much as possible to keep
our businesses open on this street.

A lot of people are supporting their
families from 44th to 54th on Division
and we need our customers to keep
coming so we can stay open.

Tommy Brann

J. P. P.



Darrell Robinson

From: Darrell Robinson
Sent: Friday, May 07, 2010 10:53 AM
To: 'Catherine Botts'

Subject: RE: Proposed 2013 Project: Leonard St - Plymouth to Maryland Ave

Good morning. The project in question: Leonard Street between Plymouth and Perkins has a Federal share of 68.04% and a non-federal share of 31.96%. The non-federal share is the amount the jurisdiction building the projects pays for with that jurisdictions' funds. Those funds come from public Act-51 funds or taxes collected at the gas pump that are returned to this area through the State of Michigan using a formula that I personally am not familiar with. I believe the tax collected at the gas pump for the State of Michigan is in the neighborhood of 18 cents per gallon...

Generally, if everything goes as planned (no major catastrophe) the projects are built during the year they show up in this list. This project is scheduled to be built in 2013 and should take place during the normal "construction season"... As far as a specific month that the project would start I don't think the City of Grand Rapids would even know that yet but if I made a guess it would probably be in this time frame or sometime in May. If you would like a more definitive timeframe I can put you in touch with someone from the City and maybe they could provide more information.

I hope that helps! Let me know if you have further questions. Thanks!

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Catherine Botts [mailto:██████████@gmail.com]
Sent: Friday, May 07, 2010 9:35 AM
To: Darrell Robinson
Subject: Proposed 2013 Project: Leonard St - Plymouth to Maryland Ave

Good Morning!

I am responding to the project noted above for my mother who lives on Leonard Street within the boundaries noted.

After looking at the GVMC web page I have two questions:

1. Where will the funding come from for the Non-Federal portion - 31.96% (\$214,132)?
2. During which months of 2013 is the portion of Leonard Street between Plymouth and Perkins slated on the project time line?

7/13/2010

Thank you in advance for your time in answering my questions.
Catherine

--

Catherine Botts

[REDACTED]

Grand Rapids, MI 49508-[REDACTED]

Cell: (616) [REDACTED]

Darrell Robinson

From: Darrell Robinson
Sent: Monday, May 10, 2010 9:52 AM
To: 'Dave Hanenburg'
Subject: RE: Division 54th to 60th

Dave,

Since most of your questions I don't have an answer to, I forwarded them on to Terry Schweitzer with the City of Kentwood to see if he had some information on this proposed FY2014 project. Most of these questions are of design in nature and our offices don't get into those kind of specifics. When I hear back from Terry I will forward his responses on to you. Thank you for your interest.

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Dave Hanenburg [mailto:██████████@sbcbglobal.net]
Sent: Friday, May 07, 2010 10:57 AM
To: Darrell Robinson
Subject: Division 54th to 60th

Mr. Robinson,

I received your letter this week about the Division Ave project from 54th to 60th. As a rental property owner in this section of road I do have a few questions.

1. Most of the traffic for my property comes from 54th and heads south. Will you be re-doing the 54th street intersection at the same time as the road or will that be a later project that will interrupt business again a year or 2 later?
2. Will the water and sewer be redone at the same time? I am on septic which is fine with me, but I am thinking long term.
3. Will there be any cost to property owners?
4. There are several mobile home dealers and haulers in this section of road (one is a tenant of mine). How will the median affect their ability to turn into property when hauling a home?
5. Will the roadway be widened for the project? If so who pays for moving signs and that sort of thing?
6. Will sidewalk be added? The west side had little if any now.

I am sure I will have more questions in the future but these are my current concerns.

Thank you for the opportunity to ask questions.

Sincerely,

Dave Hanenburg (owner ██████████ S. Division)

Darrell Robinson

From: Lee McFall [REDACTED]
Sent: Friday, May 07, 2010 12:54 PM
To: Darrell Robinson
Subject: Sparta Ave Resurface

Dear Darrell,

I have a dental practice on Sparta Ave.

My comment is that although it will be nice to have a newly paved roadway in front of my office, it seems to me that there are many other roads that are in worse condition in the county or surrounding area.

C Lee McFall DDS

Darrell Robinson

From: Kreigh Tomaszewski [REDACTED]
Sent: Friday, May 07, 2010 11:18 PM
To: Darrell Robinson
Subject: Re: Proposed Resurface of Burton St in 2012

Darrell,

I want to applaud your proposal to resurface Burton St. S.E., from Division to Eastern. I Thank you for your mailing to me as an affected property owner.

The last time Burton was resurfaced, it was less than ten days before they started digging holes in the new surface to repair pipes. I remember asking the City and found there was no coordination between the pipe repairs and the resurfacing because they were handled by different government organizations.

I would ask that this project be coordinated with other governmental units so that planned or scheduled sub-surface work occurs before the resurfacing of the roadway.

Emergencies occur, but there is no excuse for digging a hole in a freshly resurfaced roadway for a 'planned' repair. Please don't repeat the mistakes of the past.

Kreigh

--
Kreigh Tomaszewski
[REDACTED]
Grand Rapids, MI 49507
[REDACTED]

Darrell Robinson

From: George Bartnick [REDACTED]
Sent: Saturday, May 08, 2010 10:29 PM
To: Darrell Robinson
Subject: Carlton Ave. SE

Dear Mr. Robinson,

I'm very pleased that Carlton Ave. between Lake Dr. and E. Fulton is being considered for repair! I'm all for it!

It's been bad for years and the many temporary fixes have hardly lasted at all. Now it's *extremely* bad.

Anything you can do to get the project approved would be greatly appreciated!

Sincerely,

George F. Bartnick
[REDACTED]
Grand Rapids, MI 49506
[REDACTED]

ps-- Feel free to contact me for any reason.

pps-- We've lived at this address for 56 years.

Darrell Robinson

From: Andrew Krell [REDACTED]
Sent: Tuesday, May 11, 2010 10:36 AM
To: Darrell Robinson
Subject: re: phone call of today....US 131 bridge projects....franklin, burton, hall sts

I am the owner of Krell Paper Stock Co., Inc.....our address is 580 burton Sw.....this is directly underneath the bridge east of 131 I would like to be kept informed of truck routing when this project starts.....if they do all 3 at same time....it will be very difficult for us to access our facility, as well as for our customers

Please keep me informed to potential truck routes in regards to this matter

thanks

Andrew Krell
Krell Paper Stock Co., Inc.

Darrell Robinson

From: Darrell Robinson
Sent: Wednesday, May 12, 2010 1:23 PM
To: 'Betsy Ratzsch'
Subject: RE: letter dated May 3 re roadwork on Ada Drive

Ms. Ratzch,

I forgot to mention that the township board of Ada does make requests to the Kent County Road Commission for resurfacing of the roads. They also pay a portion of the amount needed to resurface Ada Drive. The minority in Ada township is Asian.

Thanks for your comments and let me know if I can answer any other questions. Thank you!

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Betsy Ratzsch [mailto:██████████@sbcglobal.net]
Sent: Wednesday, May 12, 2010 1:15 PM
To: Darrell Robinson
Subject: RE: letter dated May 3 re roadwork on Ada Drive

Mr Robinson,

Thank you for your response to my email. It would appear that the way it is set up there is really nothing to do but let those given power use their power to make decisions. What minority do we have here in Ada that would give us "underserved" status?(just out of curiosity)

Thank you for sending the letter to property owners so that we are at least aware of what is coming. It would be hoped that the worst roads would be repaired first but evidently not.

Thanks . Betsy Ratzsch

--- On **Wed, 5/12/10, Darrell Robinson** <robinsond@gvmc.org> wrote:

From: Darrell Robinson <robinsond@gvmc.org>
Subject: RE: letter dated May 3 re roadwork on Ada Drive
To: "Betsy Ratzsch" <██████████@sbcglobal.net>
Date: Wednesday, May 12, 2010, 11:49 AM

Ms. Ratzch,

I appreciate you commenting on the proposed project on Ada Drive. Unfortunately, GVMC staff cannot select the roads to be resurfaced. We provide a list of roadway segments which are condition deficient i.e.: roads that fall below

a certain threshold for condition and ask the member jurisdictions around the table to select from that list. As long as the jurisdictions pick a road that is deficient they are following the rules.

By law the agency fixing a road has to maintain traffic to business and residences along the road being fixed.

Lastly, according to the census there is a minority population in Ada township which triggers an environmental justice review.

If you have any more questions, please do not hesitate to contact me. Thank you.

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Betsy Ratzsch [mailto:██████████@sbcglobal.net]
Sent: Tuesday, May 11, 2010 1:57 PM
To: Darrell Robinson
Subject: letter dated May 3 re roadwork on Ada Drive

Dear Mr. Robinson,

Thank you for your letter concerning rproposed 2011 project to resurface Ada Drive between Thornapple River Drive and Fox Hollow.

I have a couple of concerns as a business owner, property owner and resident of Ada. One is that the road is currently not in such bad shape as compared to roads other places in the area. Another is that business would be disrupted by resurfacing at a time when many businesses are under alot of stress already with bridges being built and economic factors.

There are certainly other roads that could be considered.

I question too whether this area really should be considered "underserved" as the description in your letter described the act's goals and population to be served.

I really appreciate knowing about this and would hope to know how things are progressing. Thank you for considering property owners in the affected area.

Sincerely, Betsy Ratzsch owner Betsy Ratzsch Pottery , Ada Mi. 49301

Darrell Robinson

From: Darrell Robinson
Sent: Wednesday, May 12, 2010 8:54 AM
To: 'Stephen Comer'
Subject: RE: Quick question about the M-44 CONN project

Mr. Comer,

MDOT requested that several un-funded projects be included in our public involvement process just in case the legislature did act to give MDOT more money. The reason for this was MDOT at the time was quite confident that the legislature would act (giving MDOT more money) and then these projects could move forward without having to go through this process (public involvement) again. By the way, the public involvement process is very expensive, time consuming and would delay future projects if GVMC had to do it again just for these projects.

So, unfortunately I don't know if this or any of the un-funded projects will be funded during the years they are proposed. GVMC is actively pursuing this issue with Lansing (Legislature and MDOT) to resolve the funding shortfalls but so far the Michigan Legislature has completely ignored our attempts.

Here is a link to the Michigan Department of Transportation:
<http://www.michigan.gov/mdot>.

Just one more thing to... If MDOT were to resurface the M-44 Connector, they are required by law to maintain through traffic to business and residences with as little interruption as possible.

I'm sorry I can't provide you with a definitive answer regarding the M-44 Connector but unfortunately the Michigan Legislature is not helping our cause and the Michigan Department of Transportation's cause as well... Call your Senator and Representative! We would definitely appreciate it!

Thank you!

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Stephen Comer [mailto:████████████████████@████████████████████.com]
Sent: Tuesday, May 11, 2010 4:43 PM
To: Darrell Robinson
Subject: RE: Quick question about the M-44 CONN project

Dear Mr. Robinson,

7/13/2010

Thank you VERY much for your prompt reply. It is greatly appreciated.

I had gotten a letter last week informing me of a meeting on May 18th at 5:00pm at the GVMC offices to speak on this project. The letter also said that I must submit my input by June 1, 2010. So I am trying to educate myself in case there are concerns that I would like to voice. I realize our roadways need maintenance and that maintenance will cause some inconvenience. That is simply the nature of this stuff. But as a businessman I have to make sure I am looking out for the well being of my practice. So I am trying to figure out if I need to become educated now or if this letter should be disregarded.

Thank you very much for your assistance and guidance with this matter.

Dr. Stephen Comer

"Even if you are on the right track you will get run over if you just sit there." -- Will Rogers

From: Darrell Robinson [mailto:robinsond@gvmc.org]
Sent: Tuesday, May 11, 2010 4:03 PM
To: Stephen Comer
Subject: RE: Quick question about the M-44 CONN project

Dr. Stephen Comer,

The project you reference in your email, M-44 Conn, I-96 to Airway Street is not currently funded. The Michigan Department of Transportation does not currently have enough State money to match the Federal funds because the State of Michigan doesn't have the money. The project is included in the list in hopes that the Legislature will pass a bill to increase money available to the Michigan Department of Transportation. Therefore, at the time of writing this email this project will not be going forward unless the Michigan legislature acts...

Let me know if you have further questions. Thanks.

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Stephen Comer [mailto: [REDACTED] .com]
Sent: Tuesday, May 11, 2010 3:46 PM
To: Darrell Robinson
Subject: Quick question about the M-44 CONN project

Good Afternoon Mr. Robinson,

I am the owner of a business along Plainfield in the area of the M-44 CONN/Plainfield Ave. from I-96 to Airway St. I am curious if there is a web site or other means for me to learn more details about the project being proposed? If so, would you please let me know. Thank you for your assistance.

Dr. Stephen Comer
Owner
Animal Emergency Hospital
3260 Plainfield Ave., NE
Grand Rapids, MI 49525

7/13/2010

Darrell Robinson

From: Darrell Robinson
Sent: Tuesday, May 18, 2010 8:58 AM
To: [REDACTED]@comcast.net
Subject: RE: road repairs

Dear Laurie Merucci,

Thank you for taking the time to follow up with some comments on the proposed FY2011-2014 TIP. The project you are referring to: Franklin Street, Fuller Avenue to the East City Limit, is currently in a list of projects that aren't currently funded. GVMC included this project in a list in case more money becomes available to this area from the Federal Government and the State of Michigan. Currently, the number of roads that need to be fixed and the cost to do them far exceed the amount of money that comes to the Grand Rapids area. Unfortunately, this project isn't scheduled to be fixed in the next few years but things could change. This project is a priority for the City of Grand Rapids and GVMC. It is the hope of GVMC that more money does find its way here to the Grand Rapids area and we fix a lot of the problem roads out there.

Please let me know if you have any further questions. Thanks!

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: [REDACTED]@comcast.net [mailto:[REDACTED]@comcast.net]
Sent: Monday, May 17, 2010 4:53 PM
To: Darrell Robinson
Subject: road repairs

Hello, Mr Robinson. I received a copy of your mailing re the proposed repair of Franklin St from my next door neighbor, who lives at the corner of Cadillac and Frankin streets SE. I am concerned as I did not receive this letter, although I live right on Franklin St, at [REDACTED]. I am the last house in the city of Grand Rapids, before the border to East Grand Rapids. We are thrilled at the prospect of having the horrible cracks and bumps repaired that cause such horrible noise when cars drive by (constantly), especially the big trucks that use our road as a throughway, although they are supposed to be using Wealthy St. There is a large dip in the road just east of the Cadillac and Franklin intersection (just west of my driveway). This dip has worsened over the years due to pipe repairs in the area. Now, when cars and especially trucks drive over it (too fast, usually), the house literally shakes. This area in particular is really in need of repair/repaving. I have a few other questions/concerns, but I am not able to get to the meeting this week due to my work schedule. The letter states that Franklin St would be repaved from Fuller to the EGR border. However, the border of EGR is in the middle of a block. Specifically right in

front of my house. It would only cause more noise and a bump when the pavement would change from repaved to old if you stopped the repair in the middle of my block. I am hoping that you intend to repave up to the Gladstone intersection. Also, at the Gladstone intersection is a school crossing. Every morning, there is a crossing guard out there to help the students get across. Because Franklin is such a wide street, drivers are always trying to cut around and pass the traffic that slows for the crossing guard, putting the schoolchildren in danger. While you are undertaking a repaving project, this is a street issue that could be remedied by extending the curbside at the intersection of Gladstone and Franklin with a bumped-out area that stops drivers from passing. We do not want speed bumps in the road, as that just adds to the noise as trucks rumble over them. But the bumpouts would really be helpful. I am anxious to hear your reply re these questions, and really appreciate your help in remedying our street problems. Thank you! Laurie Merucci

Darrell Robinson

From: Darrell Robinson
Sent: Tuesday, May 18, 2010 7:07 PM
To: 'Krista VanTol'
Subject: RE: Information request - M-11/28th street project

Krista,

Please see the email below regarding M-11 (28th Street). Thanks!

Darrell:

The referenced project on M-11 (28th St.) includes rehabilitating the existing pavement and lanes between M-37 and I-96. This project will be coordinated with a separate M-11 @ Patterson Avenue intersection improvements project. The intersection will be reconstructed and turning lanes will be added where needed. Both projects are still in the development/engineering phase. It is possible that the intersection improvement project may impact the curb and gutter, with some minor impacts on the right-of-way, in front of the Marriott. Once those impacts are determined, the Marriott will be contacted by MDOT.

The construction schedule for this project is not determined at this time, and will depend on statewide and Grand Region funding availability.

Please feel free to call me if you have any questions. Thanks -

Dennis Kent
Region Transportation Planner
MDOT-Grand Region
(616/451-4994)

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

From: Krista VanTol [mailto:██████████@whitelodging.com]
Sent: Monday, May 17, 2010 7:23 PM
To: Darrell Robinson
Subject: Information request - M-11/28th street project

Mr. Darrell Robinson,

I am writing to inquire about the proposed project for M-11/28th Street - M-37/East Beltline Ave to I-96 (Gap Patterson Ave). I have attached a copy of the letter that my company has received regarding the meeting on May 18th. Can you please send me some information about the proposed project? I would like to better understand what scope of work is being proposed?

Thank you,

7/13/2010

Krista VanTol
General Manager
Courtyard by Marriott - Grand Rapids Airport
4741 28th Street SE
Kentwood, MI 49512
616-954-0500
krista.vantol@whitelodging.com
www.marriott.com/grrcv

Proud Minority Business Enterprise

Darrell Robinson

From: Darrell Robinson
Sent: Thursday, May 20, 2010 12:00 PM
To: 'rick bylsma'
Subject: RE: info

Because the project is in the early planning stages there isn't a whole lot of information out there. I have attached a link that shows the project in how it is included in a list of projects. The work involved on the road is a simple resurface.

http://www.gvmc.org/transportation/documents/tip/tipdocument/TIP_2011_2014.pdf

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504
P: (616) 776-7609
F: (616) 774-9292

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

From: rick bylsma [mailto:██████████@yahoo.com]
Sent: Thursday, May 20, 2010 11:52 AM
To: Darrell Robinson
Subject: info

Where can I find the description of the Proposed 2011 Project: Breton Ave. - M-11/28th St. to Burton?

Rick Bylsma
██████████

Darrell Robinson

From: Deck Andrejczak [REDACTED]
Sent: Saturday, May 29, 2010 1:31 AM
To: Deborah Eid
Cc: Sylvia Harris; Mark Lewis; mbrown@crestongr.com; Darrell Robinson; Culver-Wood-Culver CPAs; [REDACTED]; sschulz@grcity.us; swarren@kentcountyroads.net
Subject: Re: Plainfield Ave NE: Resurface Roadway from Leonard to Ann
Deborah,

I would be interested in speaking with Duane regarding the CID team as I have some passion about the future of the Creston Corridor. My contact information is:

Deck Andrejczak
[REDACTED]
[REDACTED]

Anyone may feel free to contact me at any time.

Regarding the meeting with Grand Valley Metro Council on May 18:

The focus of this meeting was to present information to the public for short-term road projects for several areas of both Kent and Ottawa counties. The projects in the short-term planning (STP) include FY2011-FY2014. The meeting had representation from both the GVMC and M-DOT.

I did receive a follow-up correspondence from Mr. Robinson of the GVMC who provided me with the following contact information as these are the folks (also copied on this email) who need to be contacted for the projects I have interest in:

Suzanne Schulz
Planning Director
City of Grand Rapids
1120 Monroe Ave 2nd Floor
Grand Rapids, MI 49503
616.456.3031
616.456.4568 - fax
sschulz@grcity.us

Steve Warren
Director of Planning
Kent County Road Commission
1500 Scribner NW
Grand Rapids, MI 49504
(616) 242-6949
swarren@kentcountyroads.net

My plan is to make some direct inquiries to both Ms. Schulz and Mr. Warren after the Memorial Day weekend. I encourage you, and the others in this email to communicate with the business owners, property owners, and residents of the Creston Corridor to solicit their input and thought to the future of our communities.

I say, "Let's do it right this time, so we don't have to do it again."

Regards and happy Memorial Day,
Deck Andrejczak

From: Deborah Eid <[REDACTED]>
To: deck.andrejczak <[REDACTED]>
Cc: Sylvia Harris <[REDACTED]>; Mark Lewis <[REDACTED]>;
[REDACTED]; robinsond@gvmc.org; Culver-Wood-Culver CPAs <[REDACTED]>;
[REDACTED]
Sent: Fri, May 28, 2010 10:15:15 PM
Subject: Re: Plainfield Ave NE: Resurface Roadway from Leonard to Ann

Deck,

So glad for your advocacy on this. I wanted to share with you that I was so impressed with your commitment to the stated community vision for the Creston Corridor that I mentioned to Duane Culver this week that I'd like to have you on board for the CID exploration team. Duane Culver, current CBA president has agreed to serve as the chair for this work but I think he'd love a co-chair or vice-chair? When we spoke Wed. he was going to get in touch with you through Boyd and Tish Griswold as I didn't have your contact info. I've copied him on this email.

What was the outcome of the meeting on the 18th? (Unfortunately I've been tied up in trainings for two weeks so only able to address a handful of other items.)

Wanted to share my other concern about this plan which agrees with your assessment - a narrower more pedestrian friendly street design. Andrew Bowman who works with Grand Valley Metro Council is also a Creston neighbor. Not sure of his exact responsibilities as a planner but I've added him to this list as an FYI.

Thanks all,
Deborah

On Mon, May 17, 2010 at 2:48 PM, <[REDACTED]> wrote:
Thanks Sylvia. I appreciate your attention to this.

Regards,
Deck

Sent via BlackBerry from T-Mobile

From: "Sylvia Harris" <[REDACTED]>
Date: Mon, 17 May 2010 14:32:01 -0400
To: Deck Andrejczak <[REDACTED]>; Mark
Lewis <[REDACTED]>; <[REDACTED]>; <[REDACTED]>
Cc: <robinsond@gvmc.org>
Subject: RE: Plainfield Ave NE: Resurface Roadway from Leonard to Ann

Thanks Deck for the heads up on the meeting tomorrow. We haven't gotten any word on the project although we are working with GVMC on some other projects on Division. In the past Neighborhood Ventures has assisted with Transportation Enhancement Grants through MDOT to pay for additional streetscape features that might not be included in the project (ornamental lighting, brick pavers, bike racks, landscaping, etc). We assisted with projects on Division, Wealthy St, & Madison/Hall.

One of us will try and make the meeting tomorrow to see what the possibilities to align the efforts with the Creston Corridor Plan.

Best,

Sylvia Harris

Neighborhood Ventures

[REDACTED]

Grand Rapids, MI 49506

e: [REDACTED]

[REDACTED]

[REDACTED]

Interjecting vitality into the heart of each neighborhood by revitalizing its business district.

From: Deck Andrejczak [mailto:[REDACTED]]
Sent: Monday, May 17, 2010 1:16 AM
To: Mark Lewis; Sylvia Harris; [REDACTED]
Cc: robinsond@gvmc.org
Subject: Plainfield Ave NE: Resurface Roadway from Leonard to Ann

Hello folks, it was a pleasure to meet most of you at the annual Creston Business Association meeting the other week. The information presented from Neighborhood Ventures was insightful. It is also good to see that there is still an intent to follow the Master Plan for Plainfield and the Creston Business District that were created a few years ago.

I am writing this note to inform you that I've received a mailing from the Grand Valley Metropolitan Council (GVMC) regarding a 2012 project to resurface the roadway of Plainfield

Avenue NE between Leonard Street and Ann Street. There appears to be some funding for this project coming from the State and Federal government. You may have already been aware of this project.

My purpose is to appeal to each of you to encourage this project not only to occur to improve the streets of the area which includes the Creston Business Association, but also to see what can be done for this project to match the drawings and sketches as laid out in the Master Plan. It would only make sense to do this one time rather than to re-pave the existing street and then turn-around and change the street scape to match the master plan. Maybe we can encourage the efforts to coincide.

Your input and feedback is encouraged. There is a meeting regarding this project on Tuesday, May 18 at 5:00PM at the Grand Valley Metropolitan Council offices located at:

678 Front Street, NW

Suite 200

Grand Rapids, MI 49504

Transportation Planner: Darrell Robinson

Phone: (616) 776-7609

(NOTE: Mr. Robinson is copied on this email)

I plan to attend this meeting and hope to see representation from Neighborhood Ventures and Creston Neighborhood Association as well.

Regards,

Deck Andrejczak



Tabitha VanNatter, phone call regarding West River Drive, Rouge River to M-44. She commented that she is not in favor of widening this road.

Jerry Dryer, phone call regarding Lafayette Avenue, Fulton Street to Fountain Street (unfunded). He was concerned about the scope of the project; he would not be in favor of widening.

Dorothy Columbus, phone call regarding Lake Michigan Drive, Garfield Avenue to US-131. She was concerned that the project should be built sooner than the scheduled 2014 timeframe.

Jerry Yosta, phone call regarding Sparta Avenue, M-37 to 12 Mile Road. She was curious when the road would be closed for construction and if they would provide access to businesses.

T. Nossen, phone call regarding Bauer Road, 56th Avenue to 24th Avenue. The caller was concerned that the road would be widened and also if sidewalks would be installed.

Francisco Riaz, phone call regarding Breton Avenue, 28th Street to Burton Street. He was concerned as to whether the road would be widened.

Michael G. Saak, phone call regarding 1st Street, Lane Avenue to Stocking Avenue. He wanted it noted that he was supportive of the resurfacing of the roadway.

Jacob Kroon, phone call regarding Plainfield Avenue, Leonard Street to Ann Street. He was curious as to the timing of the project and was concerned if there was going to be any widening of the road.

Donna Hueker, phone call regarding Bauer Road, 56th Avenue to 24th Avenue. She was curious as to the timeframe of the project, the length of time the road would be under construction, if the road would be widened and that she owns to business on this road and the impact on her business.

David Wellington, phone call regarding Franklin Street, Fuller Avenue to the East City Limit. He commented that he would really like to see this project happen. The road is rough and noisy in this location.

Darrell Robinson

From: George Bartnick [REDACTED@yahoo.com]
Sent: Saturday, July 17, 2010 6:32 AM
To: Darrell Robinson
Subject: Fw: Carlton Ave. SE

Dear Mr. Robinson,

Just to repeat-- this would be great!

-George Bartnick.

--- On Sat, 5/8/10, George Bartnick <[REDACTED]@yahoo.com> wrote:

From: George Bartnick <[REDACTED]@yahoo.com>
Subject: Carlton Ave. SE
To: robinsond@gvmc.org
Date: Saturday, May 8, 2010, 10:28 PM

Dear Mr. Robinson,

I'm very pleased that Carlton Ave. between Lake Dr. and E. Fulton is being considered for repair! I'm all for it!

It's been bad for years and the many temporary fixes have hardly lasted at all. Now it's *extremely* bad.

Anything you can do to get the project approved would be greatly appreciated!

Sincerely,

George F. Bartnick
[REDACTED] Carlton Ave. SE
Grand Rapids, MI 49506
[REDACTED]

ps-- Feel free to contact me for any reason.

pps-- We've lived at this address for 56 years.



Grand Valley Metropolitan Council

Transportation Division

Transportation Improvement Program / Long Range Trans. Plan Amendment Public Meeting

Thursday, July 29, 2010

GVMC Offices, 678 Front Ave N.W. Suite 200, Grand Rapids

Sign-In Sheet

NAME	
John Langston	
Wethadon Miller	
James Proyer	

7 5 0

50

DIVISION BRT BOONDOGGLE

The ~~\$70~~^{\$31} million pricetag up to ~~40,000~~³ times more than needed to set up express bus service on Division ~~\$36,700~~^{\$27} cost per roundtrip rider if all 1,090 daily roundtrip riders now on the 1-Division switch to the BRT ~~\$62,000~~^{\$45,000} cost per roundtrip rider if half the Division riders stay on the Division local, and half the 3-Madison roundtrip riders (now 200 a day) switch to the BRT.

The BRT express commercial speed of 17 MPH will not attract new riders to the Rapid. Why trade an 8-minute breeze on 131 and DASH parking (far cheaper than a Rapid pass) for a 27-minute rocky ride on the BRT to the medical mile (over a half-hour down Monroe)?

Farfetched promises of 405 new permanent jobs averaging \$37,000 a year. Does anybody on route 1 now make \$37K a year? The BRT will nastily bypass 80 percent of the businesses now on Division.

\$400,000 cost per new roundtrip rider, even if 100 new riders a day would use the BRT.

The BRT (Boondoggles Rob Taxpayers) would drench the backlots of Division in asphalt and delight a lot of Arab sheiks.

The Rapid shamelessly and systematically lies about "record" ridership. (It's a continuous operation on an ongoing transit property now 118 years old.)
Watchdog Miller

POB2001GR49501

LTON

Rapid's EAST - WEST service gap

B

ROUTE 14 FULTON

From FRANKLIN down to BURTON

STATE

CHERRY C

ROUTE 5

WEALTHY

FAMILY INDEPENDENCE AGENCY

WEALTHY THEATER

ROUTE 2

D

FRANKLIN

DIVISION

MADISON

EASTERN

KALAMAZOO

ROUTE 24

E

BURTON

Watchdog's PAB 2005

Miller's STR GR 49501

ETCAR proposal

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504

July 30, 2010

Dear Mr. Robinson,

I am writing to you to express comments regarding the resurface project on Plainfield Avenue NE between Leonard and Ann Street. These views not only reflect my position as a property owner, but also reflect views of both the Creston Neighborhood Association and the Creston Business Association.

Brief History:

In 2007, a Creston Neighborhood design Charette was finalized using resources including, but not limited to:

- City of Grand Rapids master plan 2002
- Creston Corridor Revitalization Study, MSU, Urban and Regional Planning 2004
- Grand Valley Metro Council

This planning project had input from:

- Creston Corridor Initiative Committee
- Creston Neighborhood Association
- Creston Business Association
- Neighborhood Ventures
- City of Grand Rapids Planning Department
- City of Grand Rapids Economic Development Department
- City of Grand Rapids Traffic Safety Department

We are now at a point where there are some planned improvements to the roads in this area.

Current Status:

As you are aware, the current plan is to resurface Plainfield Avenue NE between Leonard and Ann Street in fiscal year 2012. This resurface project alone may either delay or eliminate the possibility of following the plan/design charette created and still desired by the community in which this project will take place.

With the extensive resources committed to developing this plan, it would appear that it may be short-sighted to not include all, or some, of the critical components of this plan into any project slated for the areas which are included in these planning efforts.

Our community would like to request that the scope of the 2012 project be expanded to include some critical portions of the plan in order to keep the community directed toward better economic recovery while making this part of the City of Grand Rapids more desirable to live, visit, dine, and shop.

In order to keep this project in line with future planning, some of the critical items that need to be addressed when considering this 2012 road project are:

- traffic calming islands (similar to what is on Monroe by the Brass Works building for example)
- bulb outs (to allow for diagonal parking)
- diagonal parking
- enhanced pedestrian pavement for crosswalks
- bike lanes
- trees

Summary:

This street is one of the main arteries that people use to travel to and from the downtown center of Grand Rapids. The successful revitalization of this area will have impact on many who live here as well as pass through our community. Economic improvement and commercial success for our local business and residents will hinge on ensuring we develop our district with the best interest of the local citizens and the governing bodies in mind.

Our request to you and the Grand Valley Metro Council:

- Would you be willing to work with us and the City of Grand Rapids to ensure that this project is not just a standard "resurface"?

Your support would begin the revitalization of our community and further enhance the appeal of our city to those who live here and visit here.

Attached you will find a copy of the plan for our Creston Community.

Regards,


Deck Andrejczak


Darrell Robinson

From: Deborah Eid [redacted@crestongr.com]
Sent: Tuesday, August 03, 2010 3:28 PM
To: Darrell Robinson
Cc: Deck Andrejczak; Culver-Wood-Culver CPAs
Subject: Creston and the Draft Fiscal Year 2011-14 TIP
Attachments: 2010 Plainfield Resurface Comments and Input.pdf

Greetings Mr. Robinson,

I am writing to express our full support for the attached letter outlining the concerns of the Creston Neighborhood Association and the Creston Corridor Initiative which represents the partnership between area stakeholders in our business and residential communities.

Mr. Andrejczak dropped off a copy of the letter to you yesterday. I have added my and Mr. Culver's name to the pdf. version I submit with this email.

We look forward to partnering with GVMC on this important economic development planning.

--

Deborah Eid
Executive Director
Creston Neighborhood Association:
Connecting North End Neighbors!
[redacted] Carrier St. N.E.
Grand Rapids, Mi. 49505
[redacted]

Darrell T. Robinson
Suite 200
678 Front Avenue NW
Grand Rapids, MI 49504

July 30, 2010

Dear Mr. Robinson,

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- City of Grand Rapids Traffic Safety Department

We are now at a point where there are some planned improvements to the roads in this area.

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- bulb outs (to allow for diagonal parking)
- diagonal parking
- enhanced pedestrian pavement for crosswalks
- bike lanes
- trees

Summary:

This street is one of the main arteries that people use to travel to and from the downtown center of Grand Rapids. The successful revitalization of this area will have impact on many who live here as well as pass through our community. Economic improvement and commercial success for our local business and residents will hinge on ensuring we develop our district with the best interest of the local citizens and the governing bodies in mind.

Our request to you and the Grand Valley Metro Council:

- Would you be willing to work with us and the City of Grand Rapids to ensure that this project is not just a standard "resurface"?

Your support would begin the revitalization of our community and further enhance the appeal of our city to those who live here and visit here.

Attached you will find a copy of the plan for our Creston Community.

Regards,

Deck Andrejczak
Creston Business Owner
Member, CBA

Duane Culver
President
Creston Business Association

Deborah Eid
Executive Director
Creston Neighborhood Association

SKYSTREAK

By Watchdog Miller

The transit-starved Northwest Side has no Rapid route to the job-goldmines along the Bridge-Michigan, Lafayette or Ionia downtown corridors, nor to West Catholic or to Steepletown churches.

The Rapid has also generally ignored some 19 residential skyscrapers such as: The Icon on Bond, River House, Union Square and Off Broadway (American Seating). Skystreak would serve all of the above.

HERE'S THE PROBLEM:

None of the Rapid's three Westside routes serves the medical miles along Michigan and Lafayette, or the downtown Ionia commercial corridor.

The Skyjacked #7 (West Leonard) orbits absurdly above downtown on a freeway (131). The Tuliptoe #12 tippietoes down Fulton, stops near Kinko's, then skips town out Market SW.

The Shanghaied #9 (Alpine) dropped its Bridge St. service from Seward east, denying West Siders access to jobs and services at the main post office, the Grand Rapids Press, state, federal, city and county buildings, the DeVos Center, as well as both medical miles.

Up to 2004, West Siders had direct transit service to that job-goldmine for 126 years, ever since the Scribner horserail line crossed the river in 1878. Six generations of smashing socioeconomic success.

The Rapid's new West Side route, the Crutchkicker #18, truly goes out of its way, via the Wealthy bridge to avoid all of the jobs at the ondotowers, skyscrapers and hospitals of the Ionia, Towertown corridor, both medical miles, and a new Spectrum clinic on Seward.

Routes # 7, #12, and # 50 do serve "downtown Standale", while the #9 hits Walker's Alpine strip.

Better service for the Northwest Side was the moo-greens' chief argument for selling the Rapid's last millage-hike (in 2007) to the public. But the Route (#18) now adopted there instead stiffes the West Side again.

The # 18 parallels the Shanghaied #9 too closely here, and the Tuliptoe # 12 too closely there, while leaving West Catholic totally stranded a mile and a half away.

Crossing the river at Wealthy and terminating right away at the new bus depot, the Crutchkicker # 18 adopted denies Northwest Siders easy access to the jobs and hospitals along the golden corridors of Michigan, Lafayette, Ionia and (Steepletown) Seward.

Check-out Skystreak:

The six-mile route below would directly serve the six colleges, four high schools, four hospital complexes, the Towertown skyscraper corridor via Ionia and some 19 blockbuster housing high-rises inbound: Grandview, Villa Maria, Off Broadway, Union Square, River House, Icon on Bond, Park Place, Ransom Towers, the Fitzgerald, the Lofts, Ferguson, Stuyvesant, Globe, Weston (50W), Weston (21W), Plaza Towers, Cityview, Morton House, and 5 Lyon (commercial).

The colleges served on Skystreak include MSU (medical school and law school), GVSU (Cook-DeVos), GRCC, Davenport (temporarily), WMU (biz school), and Kendall/FSU. Skystreak would also serve Union, Central and both Catholic high schools.

The route would cover eight (8) tiger corridors, now without any Rapid service: Covell, Richmond, north Garfield, Walker-Stocking, 6th (7th) NW, Seward, Broadway and Bridge.

Here's Skystreak's proposed six (6) mile route (inbound):

Let's start at:

Bridge near the routes 12--50 transfer stop,
then north (N) on **Covell**,
east (E) on **Richmond**,
south (S) on **Garfield**,
southeast (SE) on **Walker-Stocking**,
east (E) on **6th**,
south (S) on **Seward** behind the Basilica of St Adalbert,
east (E) on **4th**,
south (S) on **Broadway**,
east (E) on **Bridge-Michigan**,
south (S) on **Barclay-Ransom-Jefferson**
west (W) on **Cherry**,
north (N) on **Ionia**, and

(return):

west (W) on **Michigan-Bridge** via the same route (but substituting **7th** west (W) for **6th** and **Powers** north (N) for **Garfield**).

Skystreak stops along Ionia, particularly at Cherry, would offer transfers to 16 Rapid routes, as well as to six (6) East Side routes (# 11, # 13, # 14, # 15, # 6, and # 4) along Lafayette earlier and a smooth transfer to a 17th route, the # 50 -Allendale, near Covell and Bridge.

Serving St Mary's, Mary Free Bed, the Butterworth campuses, and Seward Spectrum, Skystreak would save the Rapid thousands of dollars per year by diverting medical trips from costly, cumbersome paratransit to Skystreak.

If Skystreak sounds too flamboyant, this super-route could be called

Skybridge, Skysoar or Skyclub. Whatever, Skystreak would rock the West Side. We would get more clang for the buck—without running up a war debt. Let's get the West Side rolling again.

POB 2001; GR MI 49501

News release

DIVISION BRT BOONDOGGLE

Watchdog Miller declares the Division BRT project a Fiasco from day one. A 12-stop airport express would be the golden bus corridor to showcase our attractions and traffic generators (Butterworth, ^{*}Government Square, De Vos Center, Pantlind, arena-Plaza Towers, bus depot, Saint Mary's, ******Cherry Clinic, Aquinas, Blodgett, Calvin, EBelt-28th and the airport.

But the out-of-town transit "consultants" could not make a dime off the airport corridor. So they steered the Rapid's bonehead board to Division, which already has de facto, free park-n-rides on Rapid route 1

***** the job goldmine of government buildings near Michigan and Ottawa
****** the city's busiest health clinic

route 1 (Division) above 131 at the 68th KMart and the 54th Meijers with scant usage.

While the "consultants" collected millions, the Rapid muzzled local experts through charrettes, earmarks and a 2005 sham hearing limiting speakers to 30 seconds each.

The already overmillaged Rapid wants to increase its millage 14 percent through 2017 in a May 5th referendum. Overmillaging transit eventually hurts undermillaged needs such as police and fire protection.

The 14 percent tax hike would go entirely to just one route, the Division BRT (Boondoggles Rob Taxpayers).

Dividing the \$40 million capital pricetag by the 1,090 daily roundtrip riders now on the 1-Division comes to \$36,700 per roundtrip rider.

But if half the Division riders stay on the 1-local, and half the 3-Madison roundtrip riders (200 a day) stay on the 3-local, the pricetag per roundtrip rider on the BRT is \$62,000.

The BRT "express" commercial speed of 17MPH will not attract new riders to the Rapid. Why trade an 8-minute cartrip on I31 and DASH parking (far cheaper than a Rapid pass) for a 27-minute rocky **BRT** ride to the Medical mile?

BRT buses would bypass 80 percent of the businesses now on Division. But backers make farfetched promises of 405 new permanent jobs averaging \$37,000 a year. Does anybody on route 1 now make \$37K a year?

Experts have caught the Rapid redhanded lying about "record ridership" (with 23 years of higher ridership in the past already documented).

A yes-vote on May 5th would lock in taxpayers and riders to the Rapid's perennial waste until 2017. Last year's budget blew \$2.7 million on the bloated busocracy (administration), plus \$346K for depot security

Watchdog Miller

Watchdog Miller

POB 2001; GR 49501 (791-2099)

Watchdog Miller
POB J2001
Grand Rapids MI
49501

The Honorable
Governor Granholm
Governor's Executive Office
111 S. Capitol Ave.
Lansing MI 48933

April 16th, 2008

re: removal for misconduct

Dear Governor Granholm:

This is a formal request that the Honorable Governor Granholm remove Peter Varga from his positions as (a) executive director of the Rapid - ITP in Grand Rapids and as (b) a member of this state's new transportation prioritization board.

✓ Varga's Rapid routing system is racist. Rapid routes from African-American areas of Grand Rapids are kept out of Towertown (downtown proper), which is this city's job goldmine.

Towertown boasts 46 sky-scrapers soaring six (6) stories or more from the (300W) river to Ransom (200E) and from Fulton to the Ford Freeway (196) on the north. Specifically, routes 1, 2, 3, 4, 5, 8, 10 and 12 are barred north of Fulton (the city's north-south dividing line).

Rapid riders lose over one million dollars a year in time wasted from arduous, circuitous and time-consuming transfers at the isolated new bus depot well southwest of our traditional downtown. Transit service from the minority corridors (numbered in the above paragraph) ran through Towertown for six generations until 2004.

✓ Peter Varga has maliciously ejected this veteran watchdog from two Rapid public hearings for bringing a racist-battling map.

Varga used publicly-funded security guards as muscle to strongarm this whistleblower.

✓ Mr. Varga pushes unnecessary centimillion boondoggles, while failing to put bus routes on black arteries such as Hall and Alger.

✓ Varga imposes bicktown timelimits at public hearings on bigcity pork. At a 2004 hearing on Rapid capital projects worth hundreds of millions, he limited testimony to 30 seconds per witness (including eminent economocologist Peter Wege and radio personality Robert S.)

The Rapid's staff presentation for that hearing ran an hour. Then, the public was limited to 30 minutes (total).

✓ The overbureaucratized Rapid has 40 inboxes to get 70 city buses out the door, suggesting a bloated, busocrat-to-bus ratio of 4 to 7.

✓ For years, Varga's press releases falsely brayed about "record" ridership. But there is no way Rapid patronage could touch transit ridership here during gas-rationed World War II or before 1915.

✓ The carbarns here of a century ago had a capacity for hundreds of streetcars.

indicative of a hopelessly remote depot: Central Station's 2004 opening ended convenient, traditional Tower-town transfers at the storied 15-bus "lineup" of yore, where 15 or more branches converged every halfhour (first) at Camp (Vanden Berg) Square until 195 then near the original Wanzburg (now City Hall) for the following 40 years; and on Ionia near Lyon NW until 2004.

✓ Peter Varga has vetoed grownup, organized complaint system using a with-it hotline number such as 1-800 (866 GO-RAPID; GR-RAPID; GR-GO-GRIPE; BE-RAPID; GR-BI-GR-PRIDE; GR-CLASS, etcetera

✓ The Rapid has no system for paying the medical bills of riders injured in Rapid accidents due to dangerous conditions such as power brakes. One victim has gone three years without even a claim-number out of the Rapid.

✓ While Varga stiff's Rapid accident-victims, he and other poobahs have junketeered off to Portland (\$13,000) and Italy.

✓ Back here on earth, streetdumb shelters are sited with open ends facing howling winds out of the west or north. Varga lacks streetsmarts. Michigan taxpayers deserve better.

✓ Rapid bus seats are also streetdumb, racist and ageist. White school buses offer wider seats. Michigan grownups are near the top nationally in girth.

Let's deal with it. Bring back the Rosa Parks bus seat America won through litigation 50 years ago.

Better yet, put two wide seats on one side of the aisle (the exit side) and one wide seat on the driver side left, row-by-row.

✓ Last year, Varga pulled route 12 off Tremont NW (leaving the city's biggest high-school Union without a city route) and put the 12 on Lake Michigan Dr NW, cloning existing route 50 service.

✓ Meanwhile, despite all the junketeering, braying, duplication and waste, a dozen tiger corridors in the city (GR proper) have no Rapid routes: north Monroe (Vets home and clinic), Hall SE (1200S), Covell NW (2000W),

8

Alger SE (2400S), stocking-
Walker NW, lower Bridge NW
(400N), north Valley NW (1300W),
6th-7th NW (800N), Richmond NW
(1600N), Ann-Knapp NE (2000N),
Plymouth SE (1800E), 4th-Tremont
NW (600N) and middle Diamond
(1000E).

Racist routing, waste and
hoggerly should neither be
prioritized nor subsidized in
this Administration. Please remove
this scoundrel now.

Respectfully submitted,

Watchdog Miller

Watchdog Miller
POB J2001
GR MI 49501

The GREAT JOB GOLDMINE TIME ROBBERY of 2004

NEIGHBORHOOD	BUS	Route	ONEWAY	DAILY
CHECKPOINT	HIKE	LAYOVER	TRAVEL	TOTAL
TRAVELTIME	HIKE	LAYOVER	LOSS	TIME
				LOS

Bus DEPOT
to MICHIGAN
& MONROE

									X2.
1	DIVISION	Burton	1	10	6	17			34
2	KALAMAZOO	28th		10	6	16			32
3	MADISON	Burton		10	6	16			32
4	EASTERN	28th	2	13	6	21			42
5	WEALTHY	Fuller		13	6	19			38
6	CHERRY	Lake & Wealthy	3	10	6	19			38
7	WEST LEONARD	Walker Village	3	10	6	19			38
8	GRANDVILLE	Burton & Burlingame		13	6	19			38
9	RIVERTOWN	Leonard	7	13	6	26			52
10	ALPINE	28th	-6	13	6	13			26
11	CLYDE PARK	Leonard							
12	PLAINFIELD	Lafayette							
13	WEST FULTON	Bridge & Covell	-2	21	6	25			50
14	MICHIGAN	Union High	+1	21	6	28			56
15	EAST FULTON	Fuller	1	21	6	28			56
16	EAST LEONARD	Fuller		13	6	19			38

New traveltime From

✓ increased checkpoint traveltime

✓ 2004 station layover

✓ route 11 traveltime to the
government center job goldmine
From new bus station

6

Times TWICE a day

x 2

====

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	003	2004
DIVISION & Burton	11-14	15
KALAMAZOO & 28 TH	24-25	25
MADISON & Burton	14 MD 16 PK	16
EASTERN & 28 TH * One run (7:41 → 8:05) was 24	17-18 MD * 18-20 PK	19-22 MD 19-22 PK
WEALTHY & Fuller	11-12	11
CHERRY Lake & Wealthy	12	15
WEST LEONARD Walker Village	16	19
GRANDVILLE RIVERTOWN Burton & Burlingame	12-13	12
ALPINE & Leonard	8-10	17
CLYDE PARK & 28 th	18	12
PLAINFIELD Leonard & Lafayette	6	11
WEST FULTON Bridge & Coell	15	13
Union High	24	25
MICHIGAN & Fuller	7-8	12
EAST FULTON & Fuller	10	11-12
EAST LEONARD & Fuller	18-20	18

INSOUND LAYOVER
2003 2004 ROUTE

10	10	1	
10	10	2	
7 PK 5 MD	5 MD 10 PK	3	+3 PK
10	13	4	+3
10	13	5	+3
10	10	6	
10	10	7	
15 PK 10 MD	7-8 MD 13 PK	8	-2 PK
10	13	9	+3
10	13	10	+3
10	12	11	+2
6	MD 6 PK 21	12	+15 PK
6	10	13	+4
5	PK 21-24 MD 9	14	+16 PK
8	13	15	+5

ROUTES CANABALIZED to open bus DEPOT

- 1 DIVISION FULTON to CRESCENT
IONIA LYON to CRESCENT
- 2 DIVISION FULTON to CRESCENT
IONIA LYON to CRESCENT
- 3 DIVISION FULTON to CRESCENT
IONIA FULTON to CRESCENT
- 4 DIVISION-IONIA(N) FULTON to MICHIGAN
OTTAWA-LOUIS (S) FULTON to MICHIGAN
- 7 BRIDGE-MICHIGAN SCRIBNER to IONIA
OTTAWA-IONIA (BRIDGE to LYON)
(MICHIGAN)
- 8 MARKET-OTTOWA(N) BARTLETT (WEALTHY) to MICHIGAN
IONIA-MARET (S) BARTLETT (WEALTHY) to MICHIGAN
- 9 BRIDGE-MICHIGAN SCRIBNER to IONIA
IONIA(N)-OTTOWA(S) LYON to MICHIGAN
ALPINE(S) OLD ORCHARD to TARGET
ALPINE(N) OLD ORCHARD to 4 MILE
- 10 GRANDVILLE (Mr. Wealthy)
IONIA-OTTOWA BARTLETT to OAKES
OAKES to MICHIGAN

2
2
3
2

11	KNAPP	PLAINFIELD to MONROE
	MONROE	KNAPP to ANN
	ANN	MONROE to PLAINFIELD

12 IONIA (N) MICHIGAN to PEARL
 OTTOWA-MONROE^(S) MICHIGAN to PEARL
 * PEARL MT. VERNON to IONIA
 * (While this segment will be picked up by the Alpine 9 - at the east of that route's Post Office leg on Bridge - there will be no convenient connection between the new 12 and the new 9 downtown)

13	3 MILE	COIT to MONROE
	MONROE	VETERANS' HOME
	NORTH PARK	3 MILE to NORTH PARK
		MONROE to COIT

14	LEFFINGWELL	OAK INDUSTRIAL to MICHIGAN
	MICHIGAN	LEFFINGWELL to MARYLAND
	OAK INDUSTRIAL	MARYLAND to LEFFINGWELL
	UNION (N)	FULTON to LYON
	LYON (E)	UNION to IONIA
	OTTOWA (S)	MICHIGAN to FOUNTAIN

15	MICHIGAN	OTTOWA to COLLEGE
	IONIA (N)	LYON to MICHIGAN
	OTTOWA (S)	MICHIGAN to LYON

2
2
2
6, 15
2

31M riders in 1915

2 JA 1916

*averaged 16M riders a year from 1896-1914

...carried instead of being free, was only 38¢
...This makes no allowance for small children ac-
...companying parents who ride free.

NOT A PASSENGER KILLED

The number of passengers carried by the Grand Rapids Railway Company last year, as indicated by the registers, was 4,500,000. During the year 300,000 transfers were issued. This original and the transfer passengers make a total of 5,000,000 persons who got on and off the cars during the year. This is a record, and it means that it is 200 times the population of Grand Rapids. It is ten times the population of Michigan. It is nearly one-third the population of the entire United States. And all these millions of passengers, representing every class and condition, were taken on and carried and let off without a casualty to one of them. There have been accidents in the conduct of business throughout the world. There have been misdeeds in the out-lying districts. But whatever may have happened in the street, the passengers have been safe. The Grand Rapids Railway Company feels that it has reason to be proud of its record in this respect. It has reason to be profoundly grateful to a kind Providence for this apparent immunity from disaster. But let it be added, the Grand Rapids Railway Company believes in giving kind Providence every possible assistance in the safeguarding of its patrons. The Company and every one of its 600 employees believe in and constantly practice the principles and policies of "safety first and all the time." Look out for the aged, take care of the children, be gentle with the infirm, help the women, be courteous to everybody, and be eternally and everlastingly vigilant to observe all the rules of conduct which every employe must observe.

This record of freedom from fatality need not be confined to the current year. Looking back over the records of the last twenty years we have carried approximately 135,000,000 passengers, and through all the years not a passenger has suffered loss of life. There have been accidents in getting on and on the cars, but even these have been wonderfully few and have been due more often to a disregard of the rules of safety by the passenger rather than the fault of the Company or its employes. But these accidents have been greatly reduced by the campaigns of education in safety that we have constantly conducted.

600 THE COMPANY'S LOYAL EMPLOYEES.

A word about the employes of the Company may be in order. There are about 600 of them, and a finer lot of men will not be found anywhere. Many of them have long been in the service of the Company and to countless of our patrons they represent all there is of personality in the service. These men have their wives and children and little homes as other men have. They are sober and respectable and their ways are the ways of good citizenship. They are loyal to the Company and their loyalty finds its

PARKS AND PLEASURE PLACES

The Grand Rapids Railway Company believes in public entertainment and recreation. It believes in parks and play grounds. It believes in healthy, honest, outdoor sports of all kinds. It is always willing to cooperate with public officials and organized efforts to promote plans for giving the people pleasure. Remount Parks is maintained by the Company as a pleasure place for all the people, and at its expense to the public. Here entertainment is furnished for all classes and conditions, and no public owned pleasure place could be more carefully conducted for the safety and welfare of the people. John Ball park has been popularized by the transportation facilities we have furnished, and the service to this splendid play ground will be improved as the need appears and means permit. One of the extensions of the year was to afford easier access for the people to the Garfield-Pleasant play ground. Attention to recreation is one of the company's policies and we believe this had a wide influence in promoting public health and happiness.

THE RECORD OF EXTENSIONS

The expenditures of the Grand Rapids Railway Company last year for extensions and improvements totaled in cost about \$63,000. The extension in Madison avenue from Madison Square to Burton Heights was completed and put in operation. This extension will not be immediately profitable to the Company, in fact it will be many years before it will pay operating expenses, and it was not expected that it would be when its construction was promised. But it opens to immediate development about a mile of very desirable residence property. The improvement of this property into a district of pretty homes has already begun and wonderful progress may be looked for in this direction the coming year. This extension will add thousands of dollars to real estate values in the district reached by it and long before the Company realizes a profit on the cost of building and operating the city's income from taxes on the enhanced valuation will show substantial increase. Next to the Madison avenue extension the most important was the extension in Plainfield avenue from Palmer to Knapp. The Kent Country Club owns the entire frontage on one side of the street in which this extension is made and this reduces the carrying possibilities from the view point of the Company. But this extension makes easily accessible a splendid residence district on the west side of the street and north of Knapp avenue, and here will rapidly grow up a suburb of happy homes that Grand Rapids will be proud of. The west end of the Bridge street line has been double tracked, thus improving the facilities and making better service possible. Following the new routing of the Holland interurban into the city over the private right of way in the downtown terminal of the Michigan Railway Company the Grand Rapids avenue service was extended to the junction. This service extension was not made immediately, and in this friendly talk a word of explanation may be in order as to the reasons for the delay. The distance was fully 600 feet, a center of short city blocks, and some surprises was ex-

Thoughts for the New Year

The good will of the people is the Company's greatest and best asset.
Good understanding is helpful to the maintenance of friendly relations.
Impairment of the Company's earnings impairs its ability to give good service.
Thirty million passengers handled, not one killed.
Look out for the aged, take care of the children, be gentle with the infirm, help the women, be courteous with everybody and be eternally and everlastingly vigilant for safety at the rules of conduct for employes.
Training employes and the public in Safety First and all the time.
A million dollars of income and what was done with it.
Promised extensions were made in spite of the demands for economy.
The Company's earnest purpose of not merely winning but of deserving the good will of the people, their friendship and their approbation.

and this continued for 365 days means 8,760 miles of car movement a year. The change in the interurban routing came at the height of the jitney competition, when the shrinkage in earnings was the most severe, when the necessity for the closest economy was the most urgent. The Company delayed making the service extension to see if its patrons could not be as well served by the interurban to the downtown terminal. When it was found that the interurban service did not satisfactorily meet the needs and wishes of the people an additional car was put on the Grandville line and the service extension was made. It was jitney competition and its consequences that made the Company hesitate, not any intention to discommodate the people. When it was found that the people were not satisfied the extension was made regardless of the demands for economy. This little episode has probably been forgotten by most people and it is recalled as a part of the record of the year to illustrate how important it is that there shall be good understanding between the Company and its patrons, how important it is that there shall be mutual patience and forbearance in meeting the perplexing problems that sometime arise.

THE OLD YEAR AND THE NEW

The records of the old year have been written. They show that the Company has had its full share of successes and failures, its achievements and appointments, its regrets and its gratifications—in fact the records of the Grand Rapids Railway Company show exactly what the records of the private citizen reveal, perhaps not in the same degree but certainly in the same great variety. We are now entering upon a new year, and let us hope that the new year will be good to all of us, to individual and corporation alike, and above all else that the new year will be good to the splendid city we live in. The Grand Rapids Railway Company asks no pledge from city or people, it

are conditions and difficulties in one city that do not exist in another; and no well-informed person would undertake to pass judgment upon a street railway company unless he was in possession of all the facts—information which can only be obtained by long and diligent investigation of street car service in all its various phases. No matter how inexperienced a visitor to Grand Rapids may be in traction affairs, however, he cannot fail to be impressed with the modern and cleanly appearance of the cars, nor can he fail to appreciate the general spirit of courtesy already mentioned. If his business experience has fitted him to understand efficiency in electrical apparatus, trackage and rolling stock, he cannot examine the system and property of the Grand Rapids Company without admiration. In fact, he would experience difficulty in finding a railway to which more earnest and intelligent direction is being applied in order to obtain the highest ideals in street railway service.

A few brief but interesting facts concerning the Grand Rapids Railway company are as follows:

Number of miles of track.....	65
Number of cars.....	160
Number of employes.....	500
Number of passengers carried in 1913 (including transfer passengers, policemen, firemen and other city department employes)	33,692,857

It is interesting to note that about twenty-five per cent of all persons carried are transfer passengers. The amounts

expended in improvements the last three years aggregated \$526,000. This money was spent for new car barns, new cars, resort improvements, etc. The street railway company has resorts at Ramona and North Park. Ramona has a theater and athletic grounds, which are carefully conducted and very popular with the best people of the city. To Ramona Theater the employes of the company with their families are given complimentary passes once a week.

Benjamin S. Hanchett has been manager of the company since February, 1904, entering the service of the company when a boy of 14. He was elected president and general manager in 1910, and as a result of his efficient and able direction the city of Grand Rapids can point to the fact that it has one of the best street railway systems in the United States.

Since Mr. Hanchett has been identified with the Grand Rapids Railway Company that corporation has experienced a freedom from litigation such as but few American public utility companies have enjoyed. Not a dollar has been spent in litigation with the city, and for a period of 17 years the corporation was not in court over any difficulties whatever. This certainly is a remarkable showing, and one of which the company has reason to feel proud.

Mr. Hanchett was appointed in 1911 by Governor Osborn a Regent of the University of Michigan to fill the unexpired term of United States Circuit Judge Loyal E. Knappen, and was afterward elected by the people of the state to the same office for the full term of eight years.

Four Billion Dollars Invested in Public Utilities

THE first of a series of lectures on Public Utilities, is to be given under the auspices of The Finance Forum of New York, was that of Francis T. Homer of Bertron, Griscom & Co., who chose for his subject the "Magnitude of the Electric Light and Transportation Business." He said in part:

Today there are over \$4,000,000,000 invested in those ventures. I will tell you that during 1913 over a million dollars a day, including Sunday, was put into those ventures, and then at the end of the year, by the way of a Christmas gift, the investors had to provide about \$65,000,000 of additional money. That in 1912, when money was easier to get, and the growth of the business was not hampered by the limitations of the security market, instead of there being invested in this business in the neighborhood of \$453,000,000, as there were in 1913, the showing for 1912 was \$618,100,000—so you are dealing with a tremendous financial, economic and commercial problem. At the preliminary hearing which was held at Washington before the Interstate Commerce Commission, on the petition of the railroads for a 5 per cent increase in freight rates, Mr. Willard, the president of the B. & O. system, said that since 1910 the railroads had expended \$600,000,000; that they had builded 30,000 additional miles of track and sidings, and that their gross revenues had increased but that their net revenues had fallen off. Against that record of \$600,000,000 invested by the railroads in three years, we set up the record of the Public Utilities corporations of this country, which have invested in the one year \$618,000,000, and in an adverse year, like last year, \$453,000,000, or a total of \$1,071,000,000 in the two years. The figures for 1911 are not available, but as that was a good financial year, it is safe to assume that the investment that year was in the neighborhood of \$500,000,000 to \$600,000,000, and today for every dollar that is going into railroads, there are two

which the last data I have is brought up, the gross earnings of the gas and electric light and power companies increased 110 per cent. The net earnings kept pace, and increased 100 per cent. The electric railways for the same period of ten years, showed an increase in gross of 75 per cent. The steam railroads for the ten-year period showed a growth in gross of 60 per cent and a growth in net of only 40 per cent, whilst industrials showed, for the 10-year period, a growth of only 15 per cent, with a decrease in the net earnings applicable to dividends, of 10 per cent. Consequently, in a 10-year period in which we have added millions to our populations, when industrial growth should at least keep step with the increased demands incident to an enlarged population, its growth was only one of 15 per cent, and it had to manufacture and produce on such a basis that it represented a loss of 10 per cent.

I want you to realize that these tremendous results in growth, both gross and net, in public utilities companies, have been accomplished under circumstances of which you can find no parallel in any other line of human activity

FRANK B. LASHER has been elected treasurer of the Republic Railway & Light Company, New York, N. Y.

ALFRED WALLACE has been promoted from the position of superintendent of the Columbia (S. C.) Gas & Electric Company to the place of general manager.

J. B. FORAKER, JR., who has been vice president of the Cincinnati Traction Company since 1901, has resigned and moved his residence to Montana, where he is largely interested in mining enterprises.

V. W. BERRY, formerly superintendent of the Galveston Houston Electric Railway, has been appointed general superintendent of the Northern Texas Traction Company.

PROCEEDINGS
OF THE
CITY COMMISSION

CITY OF GRAND RAPIDS, MICH.

OFFICIAL

REGULAR SESSION, MONDAY EVENING, NOVEMBER 15, 1920

Commission was called to order by His Honor, Mayor McNabb.
Present—Com. Ellis, Emery, Gallmeyer, McCoil, McNabb, Oltman, Shaw.

PETITIONS AND COMMUNICATIONS.

To the Honorable, The City Commission of Grand Rapids, Michigan.
1920. Gentlemen—Since presenting our figures at the open hearing on November 4th, showing the necessity for an increase in our fares in order to take care of our increased operating expenses, the operating report for October has been completed. This report is attached to this communication and shows such a startling condition that we believe the figures should be specifically called to your attention.

As appears from the operating report, our loss for October was \$23,998.88. As you have been advised, operating costs have been increased by the new wage scale in effect September 1st to the amount of \$10,000 per month. The cost of our increased service under the agreement entered into with the City last June has been more than \$18,000 per month. There is no apparent prospect of any betterment of conditions for a long time to come.

It is fair to presume that under the existing conditions, economic and otherwise, our monthly operating loss during the Winter and Spring will not be any less than for the month of October. In order to make up this certain loss so that the Company's revenue may take care of operating

expenses only, in addition to the regular fixed charges, an added income of more than \$20,000 per month is imperative. We have been carrying passengers on an average of about two million per month. This number is likely to be less during the following months. An average increase of one cent per passenger carried, on the basis of two million passengers per month, will give us an additional revenue of \$20,000 per month, which is still insufficient to cover operating losses as reflected in the October report.

As nearly as we can estimate it, the proposal as embodied in the pending amendment to the ordinance, viz: 8 cents cash fare, 15 tickets for \$1.00, will give us on the basis of the present number of passengers carried, an average fare of about 7.3 cents, or an increase of about one-half cent per passenger, leaving the deficit still of more than \$10,000 per month.

On the basis of a 10 cent cash fare with 7 tickets for 50 cents, we estimate from the experience of other cities that probably 80 per cent of our car riders will purchase tickets, the other 20 per cent being made up largely of none-residents and casual riders. This would give us an average fare of 7.7 cents as against the present average of 6.8 cents, or an increase of nearly \$20,000 per month on the basis of the number of passengers now being carried. This will not be a large increase for the ticket users as they will have but one ride less for 50 cents than under the rate now in effect. It will also tend to induce the purchase of tickets, in that 50 cents only need

1923, as compared with the year 1922, amounted to practically a million passengers and is due, on the best information obtainable, to the use and competition of automobiles.

The gross receipts, operating expenses and net returns for the year were as follows:

Gross Receipts from all sources	\$1,818,318.16
Less—	
Operating Expenses	\$1,119,114.55
Taxes	135,983.13
Depreciation ..	171,696.72
	\$1,426,774.40

Actual Net Income

As the Company was entitled to earn \$457,857.88, being 8% upon its valuation, there resulted a deficit in earnings of \$66,314.12, which amount is carried as an asset on the Company's Balance Sheet, under the caption—"Automatic Fare Equalization Account"—as the Company claimed an amount of \$69,097.38. This figure of mine is \$2,783.16 less than the same item of the Railway Company and results from several items I have explained in the accounts and fully explained the details of same to the Company.

No dividends have been paid during the year and no refinancing has been done during the same period.

I am enclosing the following statements, each of which is self-explanatory:

- (1) Revenue Passengers Carried by Months—1923 and 1922.
- (2) Revenue Passengers Carried by Lines—1923 and 1922.
- (3) Valuation of Property Each Month—Year 1923.
- (4) Balance Sheet of Railway Company—December 31, 1923.

The Railway Company has furnished all data fully and freely, and I believe all of the conditions laid down in the franchise have been performed by the Company, and the management is using its best efforts to bring about a reduction in the present fare charged. When the riding habit grows and increased passengers are carried in liberal numbers, there should be reflected at once in the affairs of the Company an ability to lower the present rate of fare.

Respectfully submitted,
J. E. HOGARTH.

Avenue?"
() Yes,
() No.
Adopted.

Years—Com. Gallmeyer, Gruenbauer, Kilstrom, Otkman—4.
Nays—Com. Baldwin—1.

24654. The City Attorney submitted a copy of application by the G. R. Gas Light Company to the State Public Utilities Commission for permission to issue \$600,000.00 of bonds for the purpose of making extensions and improvements during 1924-1925. Mr. Gerald Wagner spoke in favor of such permission being granted, and Manager Locke and City Attorney Taggart also approved same. Com. Gallmeyer moved that an adjournment of one week be asked for on the hearing on this matter at Lansing—namely March 18, 1924.

Carried.

Com. Kilstrom requested that the Commission meet as a Committee of the Whole, Wednesday morning, 10:30 o'clock.

24655. Manager Locke presented the report of James E. Hogarth, auditor, on his examination of the Grand Rapids Railway Co. books and accounts. Com. Otkman moved that the Manager condense and summarize such report and same be printed.

Following is the report as condensed by the Manager:
Mr. Fred H. Locke,
City Manager,
Grand Rapids, Michigan.

Dear Sir—
Pursuant to your request of recent date, I beg to advise that I have just concluded an examination of the books and accounts of the Grand Rapids Railway Company for the year ended December 31, 1923.

The purpose of such audit was to ascertain if the terms of service at cost franchise, under which the Company is operating, were being properly carried out and the interests of the City properly protected in this respect.

My report on the matter follows herewith:
During the entire year the fare remained at ten cents cash or seven tickets for fifty cents. Owing to decreased passengers carried and consequent reduction in revenue it was not possible to have fares reduced and comply with franchise conditions; but to the contrary, a condition developed where it became necessary to change and increase the fare, so that on February 1st, 1924, the fare charged was as follows: Ten cents cash, or six tickets for fifty cents.
The decrease in riding for the year

GRAND RAPIDS RAILWAY COMPANY

REVENUE PASSENGERS CARRIED BY MONTHS

	1923	1922	Increase	Decrease
January	2,128,859	2,183,559		54,700
February	2,001,973	2,002,202		229
March	2,209,487	2,077,734	131,753	
April	1,959,003	1,948,724	10,279	
May	1,982,442	1,990,218		7,776
June	1,941,818	1,969,302		27,484
July	1,811,887	1,940,202		128,315
August	1,833,723	1,895,157		61,434
September	1,808,026	1,894,825		186,799
October	1,785,906	1,933,287		147,381
November	1,767,858	1,931,743		163,885
December	1,872,979	2,191,827		318,848

Total

In 1923 the fare distribution was as follows:

4,019,217 Cash Fares—	17 Per Cent
19,084,744 Ticket Fares—	83 Per Cent
23,103,961	100 Per Cent

GRAND RAPIDS RAILWAY COMPANY

REVENUE PASSENGERS CARRIED BY LINES

	1923	1922	Increase	Decrease
Division and Plainfield	4,451,600	4,486,328		34,728
Wealthy and Scribner	1,890,396	2,261,386		570,940
Lafayette and Stocking	1,892,953	2,151,314		258,361
Wealthy and Taylor	2,681,768	2,740,575		58,807
Bridge and Grandville	2,575,571	2,766,091		190,520
Michigan and Lyon	2,114,852	2,154,383		39,531
Franklin and W. Leonard	3,426,585	3,626,488		99,903
Butterworth and Monroe	58,409	560,800		491,391
Carrier and College	178,945	191,074		12,129
Madison Avenue	95,148	530,749		435,601
Mill Creek	216,673	244,668		27,995
Cherry and Ramona	1,711,459	1,778,162		66,703
W. Fulton and Ottawa Loop	479,548	485,240		
Butterworth and Madison	947,746	44,308	485,240	
Shawmut		267,424		267,424
Leonard and Fairview Bus	13,587		13,587	
Wealthy and Campau Loop	57,685		57,685	
Scribner and Campau Loop	74,530		74,530	
Ramona Landing	271,485		271,485	
Monroe and Alpine Bus	165,091		165,091	

TOTAL

NET DECREASE

GRAND RAPIDS RAILWAY CO.

BALANCE SHEET DECEMBER 31, 1923

	1923	1922	6%, due June 1, 1924	Funded Debt, General	2,500,000.00
Franchise Valuation	\$5,814,501.59				
Plant Investment in Excess of Franchise Valuation ..	3,065,180.06				
Cash Items	62,420.87				
Notes and Accounts Receivable	13,892.74				
Material and Supplies	102,477.20				
Automatic Fare Equalization Account	84,201.11				
Prepaid Accounts, Etc.	12,860.89				
Discount on Funded Debt ..	32,487.75				
Securities	40,000.00				
Other Investments	6,028.90				
Total	\$9,284,048.01				

NET DECREASE

On motion of Com. Gallmeyer, Commission adjourned.

J. C. Shinkman,
City Clerk.