

FY 2011-2014 Transportation Improvement Program

DOCUMENT

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

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Credit/ Disclaimer

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Introduction

This is the official Transportation Improvement Program (TIP) for the area served by the Grand Valley Metropolitan Council (GVMC) for fiscal year 2011, beginning October 1, 2010, through fiscal year 2014, ending September 30, 2014. The GVMC study area is comprised of Kent County; the City of Hudsonville; and Allendale, Georgetown, Jamestown and Tallmadge Townships. The Grand Valley Metropolitan Council (GVMC) is the designated Metropolitan Planning Organization for the Greater Grand Rapids Area. See figure one on page 3 for a map of the Grand Valley Metropolitan Council area.

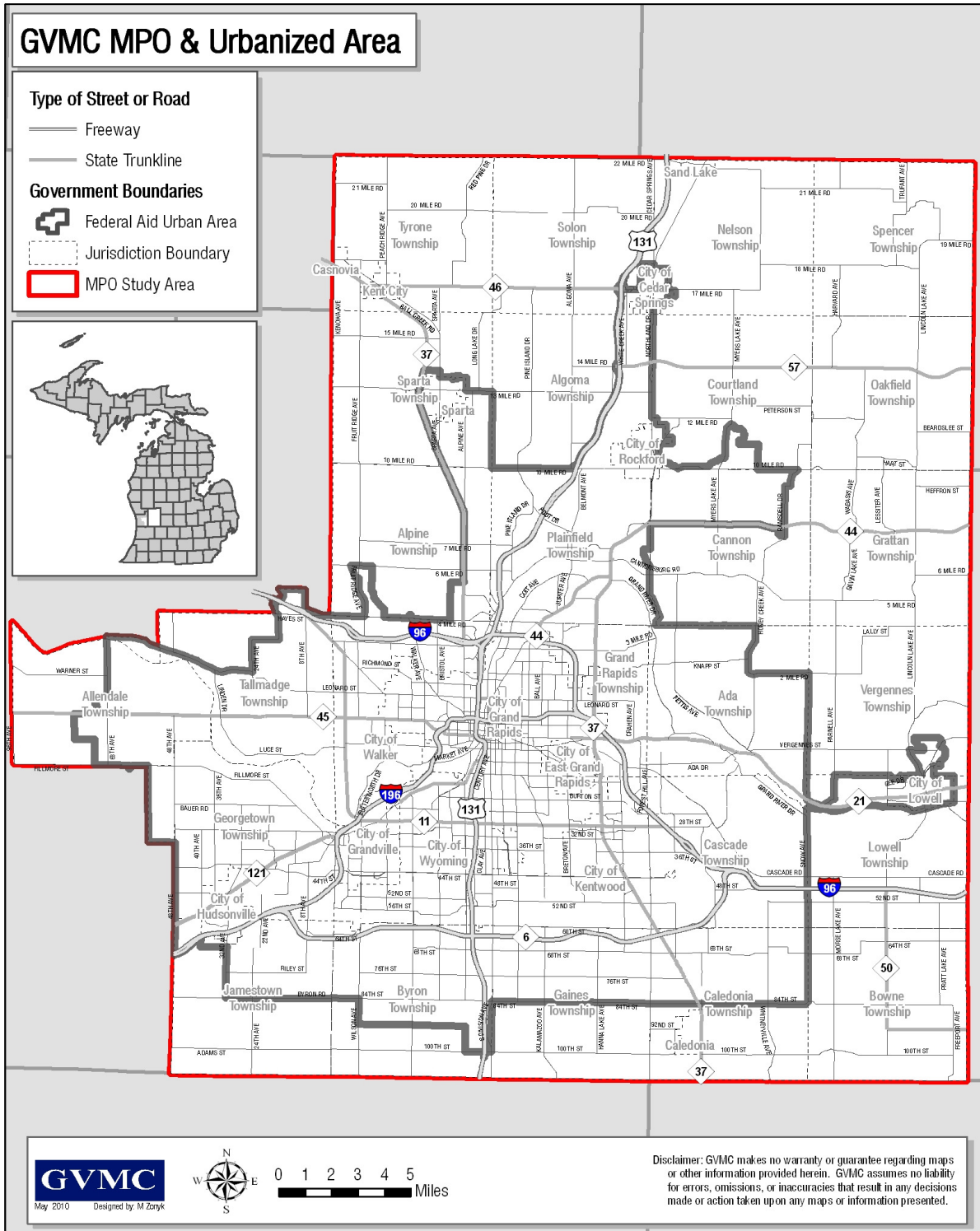
Currently, the Grand Valley Metropolitan Council's Metropolitan Planning Organization (MPO) has an estimated population in excess of 650,000. The number of Federal Aid Urban roads is approximately 1,576 center lane miles.

The Interurban Transit Partnership (ITP) The Rapid's current service area is 227 square miles and has a population of 540,000. There are a variety of services provided by The Rapid, including 28 bus routes, GO!Bus paratransit service, ridesharing, carpooling services, PASS, and county connection.

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

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

MAP 1 Map of GVMC Area



Chapter I Financial Plan

The Grand Valley Metropolitan Council (GVMC) Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a four-year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, street and public transit systems. Federally-funded expenditures are required by federal law to be consistent with the FY2035 Long Range Plan and to be constrained to include only projects that we anticipate having enough revenue to complete.

Federal regulations require the TIP to:

- Contain system-level estimates of costs and revenues reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation
- Demonstrate that the estimated resources were developed cooperatively by the GVMC, Michigan Department of Transportation (MDOT) and the Interurban Transit Partnership (ITP), the transit provider
- Utilize inflation rate(s) for revenues/expenditures to reflect "year of expenditure dollars"

Operations and Maintenance

The process of indentifying system-level estimates of cost and revenues to operate and maintain federal-aid highways and public transportation began by MPO staff contacting each local agency. Estimates were provided by the road implementing agencies for both operations/maintenance and construction activities. Operations and Maintenance funds are used for items such as snow plowing, pot hole patching, signage, and other expenses deemed necessary to operate and maintain the overall transportation network (around \$55 million annually in the GVMC area). Approximately 90% of those funds go to operations and maintenance. The distribution of local funding estimates is based on vehicle miles traveled and on lane miles in the area. There are additional programs available to local units of government other than Operations and Maintenance.

The Local Investment in Transit

In April 2000, three months after ITP-The Rapid was incorporated under State Act 196, a millage election was held in the six cities requesting a dedicated 0.75 mill for transit. That initial request enabled The Rapid to begin instituting the improvements laid out in the improvement plan. In November 2003, facing a decrease in state operating assistance and wanting to institute additional service improvements, The Rapid requested a 0.20 mill increase, bringing the total millage commitment up to 0.95. All six cities approved the request.

Following a 2005 Comprehensive Operational Analysis (COA) designed to optimize ITP-The Rapid's existing services and implement additional service improvements, a third millage increase was requested in 2007 that would raise the millage rate to 1.12 to support the proposed improvements, and it was again approved by the six cities.

Most recently, The Rapid came back in May 2009 requesting additional local funding support to operate the Silver Line Bus Rapid Transit project along Division Avenue. The request for an additional 0.12 mills, which would not begin to be collected until 2012, was narrowly defeated 52% to 48%. The existing millage rate, 1.12, will expire in 2012.

Revenue

The FY2011-2014 federal revenue estimates for local federal-aid highway projects were provided by MDOT in late 2009 and reviewed by GVMC staff and the Transportation Planning Study Group (TPSG) Committee. The methodology provided by MDOT is consistent with the projected increases in the national authorization level of the federal highway program during the period that this document will be in place. This approach has been cooperatively identified by MDOT, FHWA, and the MPOs in Michigan, and is generally accepted practice by each group. Funding estimates for FY2011 was projected to have no growth from the previous TIP. Starting with the 2011 estimate, a 3.2% growth factor was applied to each year to get the subsequent years estimate. The "Fiscal Year 2011-2014 Estimated Local Program Allocations" table (table 2) is provided after the financial constraint tables listed in this chapter.

Local agencies include inflation costs as part of their overall project costs when submitted to the MPO. Local transportation agencies in the Grand Rapids area have requested flexibility for estimating inflation costs associated with TIP projects. Based on MPO staff's survey of local agencies, most jurisdictions assign a 4 percent annual inflation factor which is consistent with the recommendations of FHWA and MDOT.

Financial Constraint

Federal regulations also require the TIP to be financially constrained by fiscal year. The TIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of the table listed below (table 1) is to demonstrate financial constraint. The table compares estimated revenues and expenditures by funding source and indicates how much revenue total it is estimated will be available each year from federal, state and local sources. Revenue and expenditures in these tables are MPO totals for combined state and local programs. As table 1 demonstrates, there are sufficient revenues available to fund the highway and transit expenditures included in this TIP. Therefore, the TIP is financially constrained.

Some important points to remember when interpreting summary data from these tables:

- The TIP deals with **fiscal years, not calendar years**. As such, this report summarizes planned expenditures for October 1 to September 30. Fiscal Year 2011 begins on October 1, 2010.
- The STIP and TIPs must list **projects funded with federal funds and those that are regionally significant** regardless of the funding source. We have not included all known projects and revenue in these tables. Projects which have not been identified yet will be amended into the TIP and subsequently listed in the above tables when funding becomes certain.
- Projects associated with the expenditures listed in the tables above are detailed in the project selection chapter. Some projects not of appropriate scale to be listed individually have been grouped into General Program Accounts for the purpose of the TIP.

Table 1 Comparison of Estimated Revenues and Expenditures by Funding Source for MDOT, ITP and Local Jurisdictions.

06/10/10	2011				2012				2013				FY 2014			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Highway Program																
MDOT AC & M Program		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
MDOT FA Program	\$3,392,497	\$722,303	\$4,114,800	\$4,114,800	\$279,822	\$32,178	\$312,000	\$312,000	\$1,433,194	\$317,806	\$1,751,000	\$1,751,000	\$1,218,500	\$281,500	\$1,500,000	\$1,500,000
Sub-Total MDOT	\$3,392,497	\$722,303	\$4,114,800	\$4,114,800	\$279,822	\$32,178	\$312,000	\$312,000	\$1,433,194	\$317,806	\$1,751,000	\$1,751,000	\$1,218,500	\$281,500	\$1,500,000	\$1,500,000
Local STP	\$8,810,797	\$3,901,947	\$12,712,744	\$12,712,744	\$8,763,283	\$4,098,195	\$12,861,478	\$12,861,478	\$9,043,830	\$3,218,767	\$12,262,597	\$12,262,597	\$9,333,234	\$3,620,440	\$12,953,674	\$12,953,674
Local Bridge	\$0	\$0	\$0	\$0	\$2,269,046	\$567,261	\$2,836,307	\$2,836,307	\$432,000	\$108,000	\$540,000	\$540,000	\$0	\$0	\$0	\$0
Local CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Safety	\$309,600	\$77,400	\$387,000	\$387,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Equity Bonus (TEDF)	\$2,075,580	\$524,420	\$2,600,000	\$2,600,000	\$2,112,000	\$652,528	\$2,764,528	\$2,764,528	\$2,149,544	\$537,386	\$2,686,930	\$2,686,930	\$2,188,288	\$547,072	\$2,735,360	\$2,735,360
Local Other FHWA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local AC Starts	\$0	\$3,400,000	\$3,400,000	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Non-Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Total Local	\$11,195,977	\$7,903,767	\$19,099,744	\$19,099,744	\$13,144,329	\$5,317,984	\$18,462,313	\$18,462,313	\$11,625,374	\$5,609,924	\$17,235,298	\$17,235,298	\$11,521,522	\$5,697,991	\$17,219,513	\$17,219,513
Total Highway	\$14,588,474	\$8,626,070	\$23,214,544	\$23,214,544	\$13,424,151	\$5,350,162	\$18,774,313	\$18,774,313	\$13,058,568	\$5,927,730	\$18,986,298	\$18,986,298	\$12,740,022	\$5,979,491	\$18,719,513	\$18,719,513
Transit Fund Source																
CTF - Comprehensive Transit Fund		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
Section 3038 - Over the Road Bus Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5303 - Metropolitan Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5304 - Statewide Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5305 - Metropolitan and Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5307 - UZA Formula	\$9,118,173	\$2,279,543	\$11,397,716	\$11,397,716	\$8,143,501	\$2,187,629	\$10,331,130	\$10,331,130	\$8,966,052	\$2,391,825	\$11,357,877	\$11,357,877	\$9,581,502	\$2,539,187	\$12,120,689	\$12,120,689
Section 5308 - Clean Fuels Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5309 - Capital Bus and Capital New Starts	\$20,187,626	\$5,046,906	\$25,234,532	\$25,234,532	\$2,125,819	\$531,455	\$2,657,274	\$2,657,274	\$1,615,900	\$403,975	\$2,019,875	\$2,019,875	\$0	\$0	\$0	\$0
Section 5310 - Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5311 - Non-UZA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5313 - Transit Cooperative Research Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5316 - Job Access/Reverse Commute	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5317 - New Freedom Initiative	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5339 - Alternative Analysis	\$100,000	\$25,000	\$125,000	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5505 - University Transportation Centers Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARRA Section 5307 - UZA Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARRA Section 5311 - Non-UZA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARRA - Transit Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Transit	\$29,405,799	\$7,351,449	\$36,757,248	\$36,757,248	\$10,269,320	\$2,719,084	\$12,988,404	\$12,988,404	\$10,581,952	\$2,795,800	\$13,377,752	\$13,377,752	\$9,581,502	\$2,539,187	\$12,120,689	\$12,120,689
Grand Total	\$43,994,273	\$15,977,519	\$59,971,792	\$59,971,792	\$23,693,471	\$8,069,246	\$31,762,717	\$31,762,717	\$23,640,520	\$8,723,530	\$32,364,050	\$32,364,050	\$22,321,524	\$8,518,678	\$30,840,202	\$30,840,202

Table 2 MDOT provided revenue estimates

Listed below are the ESTIMATED federal (and State EDF) allocations. They are based on MDOT calculations of RABA and Equity Bonus distributions and are subject to change based on FHWA calculations.

Grand Valley Metropolitan Council

	2011 (0%)			2012 (3.2%)			2013 (3.2%)			2014 (3.2%)		
	TMA	PL		TMA	PL		TMA	PL		TMA	PL	
GRAND RAPIDS UZA	\$7,951,630.00	\$ 803,591.00		\$8,206,082.00	\$829,306.00		\$8,468,677.00	\$855,844.00		\$8,739,675.00	\$883,231.00	
	Rural	State	Federal	Rural	State	Federal	Rural	State	Federal	Rural	State	Federal
	STP	TEDF-C	TEDF-C	STP	TEDF-C (0%)	TEDF-C	STP	TEDF-C (0%)	TEDF-C	STP	TEDF-C (0%)	TEDF-C
KENT CO - Category C	\$540,039.00	\$938,772.00	\$1,136,850.00	\$557,320.00	\$938,772.00	\$1,173,229.00	\$575,154.00	\$938,772.00	\$1,210,772.00	\$593,559.00	\$938,772.00	\$1,249,517.00

Chapter II Public Participation

Introduction

The Grand Valley Metropolitan Council (GVMC), as the Metropolitan Planning Organization (MPO), is required by the federal transportation legislation SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) to explicitly set forth a Public Participation Plan (PPP) and process for transportation planning in order to receive transportation funds from the Federal Highway Administration and from the Federal Transit Administration. The actions and processes described in the PPP apply to transportation planning done by the GVMC in conjunction with the work done by the transportation committees of the Council. The GVMC Public Participation Plan can be found at <http://www.gvmc.org/transportation/getinvolved.shtml>. The standards for this process are to be found in Title 23, Code of Federal Regulations, Part 450, and in Title 49, Code of Federal Regulations, Part 613 which requires that the public have reasonable opportunity to comment on transportation plans and programs.

TIP Public Participation Process

Opportunity for public participation in the development of the FY 2011-2014 Transportation Improvement Program (TIP) was in accordance with the GVMC Public Participation Plan.

The process began with an informational postcard mailing on April 22, 2010 (see TIP mailing #1, figure 1) to the Interested Citizens/Agency list, made up of individuals interested in transportation planning related information and a host of agencies and organizations identified as important stakeholders in the planning process including social service agencies, transit service providers, local land use and environmental organizations, economic development organizations, major employers, Native American tribes, and other interested parties. (See Interested Citizens and Agencies List, figure 3)

The mailing consisted of information about two public meeting opportunities held for the development of the Transportation Improvement Program as well as notification about the public comment period, the Air Quality Conformity Analysis results, Environmental Justice Review, and project lists associated with the development of the TIP. Concurrent with the mailing, information pertaining to making public comment on the TIP and all the affiliated documentation (Air Quality Conformity Analysis, Environmental Justice Review, and draft project lists) were posted on the gvmc.org website. Additionally, the same information included in the mailing was posted in The Grand Rapids Press Saturday, April 24, 2010. (See Grand Rapids Press Affidavit of Publication #1, figure 4.)

The public meetings were held at the GVMC Offices (*678 Front Ave, Suite 200, Grand*

Rapids, MI 49504), which are handicapped accessible, along a fixed Rapid transit system bus route, and within the delineated Environmental Justice area for the MPO. The meetings were held from 5:00-7:00 pm on May 3rd and May 18th, 2010.

Four members of the public attended the May 3rd meeting where staff made a brief presentation of the draft TIP list of projects and deficient road segments, explained the corresponding maps, and answered any questions that were brought up. This meeting gave citizens the opportunity to provide input about specific transportation issues or areas of concern. Twelve people attended the May 18th meeting for a PowerPoint presentation of the Air Quality Conformity Analysis results, Environmental Justice Review information, and maps about the projects identified. Several staff members were on hand to answer questions and comment sheets were provided for input.

The public comment period for the 2011-2014 TIP project lists was April 24-June 1, 2010 – a total of 39 days. During this time staff accepted and recorded 32 public comments from e-mails/web inquires and phone calls. These public comments along with staff responses are listed in Appendix M under Public Comments. All public comments received were provided to GVMC Transportation Committees for consideration, and in many cases the inquirer was directed to the respective road agency for specific project details.

Additionally, GVMC undertook a public comment period for the entire 2011-2014 Transportation Improvement Program document.

An informational post card was sent to the Interested Citizens/Agencies list on July 16, 2010 with directions on how and where to access the TIP document from the gvmc.org website or in person at our offices, as well as information about the duration of the public comment period and where to direct comments. (See TIP mailing #2, figure 2) Concurrently with the mailing, the same information was posted on our website and notice was placed in The Grand Rapids Press on July 18, 2010. (See The Grand Rapids Press Affidavit of Publication #2, figure 5.)

A public meeting was held on July 29, 2010 from 6:00-7:30 p.m. at the GVMC Offices, where staff made a short presentation about the major components of the document and answered questions. The public comment period for the 2011-2014 TIP document was July 17 – August 3, 2010 – a total of 18 days. All public comments received are included in the Public Comments section, Appendix M.

In addition to the public meetings May 3, May 18, and July 29, opportunities for public comment were/are available at monthly Technical Committee, Policy Committee, and ad hoc TIP Transportation Programming Study Group meetings. Agendas and minutes for these meetings are regularly posted on the gvmc.org website.

Figure 1 TIP mailing #1



The Grand Valley Metro Council

Will be hosting two public meetings to seek comments on the Draft Fiscal Year 2011-2014 Transportation Improvement Program (TIP) and an amendment to the 2035 Long Range Transportation Plan (LRTP):

Monday, May 3, 2010 - 5:00 PM to encourage public comment on the Draft TIP list of projects and deficient road segments, and
Tuesday, May 18, 2010 - 5:00 PM to encourage public comment on the Air Quality Conformity Analysis results and Environmental Justice review, and 2035 LRTP amendment.

Both meetings are at the GVMC Offices (address below) and are open to the public.

The TIP describes transportation priorities for investment over the next 4 years in Kent and E. Ottawa Co. and the LRTP describes investments for the next 25 years. Both the Draft TIP and amendment to the LRTP require an air quality conformity analysis.

For more information, to submit written comments, to access the draft TIP project list, Air Quality Conformity Analysis results, or LRTP amendment go to www.gvmc.org or contact Darrell Robinson, Transportation Planner, Grand Valley Metro Council, 678 Front Ave N.W. Suite 200, Grand Rapids, MI 49504
Phone: (616) 776-7609 Email: robinsond@gvmc.org

Figure 2 TIP mailing #2

We'd Like Your Input

The Grand Valley Metropolitan Council (GVMC) **Draft Fiscal Year 2011-2014 Transportation Improvement Program (TIP)** document is available for public comment. This document describes area transportation projects for the next four years and may be viewed online at www.gvmc.org or at the GVMC office. A public meeting is scheduled:

Time: 6:00 p.m.
Date: Thursday, July 29, 2010
Place: Grand Valley Metropolitan Council 678 Front Ave NW, Suite 200 Grand Rapids, Michigan 49504

If you are unable to attend, written comments will be accepted through August 3, 2010. Send written comments to the GVMC address above or e-mail Darrell Robinson at robinsond@gvmc.org or call (616) 776-7609.

Individuals with disabilities requiring auxiliary aids for services should contact GVMC no later than July 27, 2010.

GVMC is the Metropolitan Planning Organization for Kent and eastern Ottawa Counties. • www.gvmc.org

Figure 3 Interested Citizens and Agencies List

Last Name	First Name	Company	Business City	Business State
Benjamin	Pamela	Eastown Neighborhood Assn.	East Grand Rapids	MI
Johnston	Andy	Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
Waalkes	Steven	Michigan Concrete Paving Association	Grand Rapids	MI
Rublely	Kent	Ottawa County Road Commission	Grand Haven	MI
Richard	Moll	City of Rockford	Rockford	MI
Glass	Chris	Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
Ender	Steven	Grand Rapids Community College	Grand Rapids	MI
		Metro Cab	Kentwood	MI
Tang	Stanton	WZZM TV 13	Grand Rapids	MI
Klooster	Jonathan		Grand Rapids	MI
Losey	James	Sunshine Transportation	Grand Rapids	MI
		Cedar Rock Community Action Agency	Rockford	MI
		ACSET-West Side Complex	Grand Rapids	MI
		ACEST-Latin American Services	Grand Rapids	MI
		Kent County Department of Human Services	Grand Rapids	MI
		HCSS Home Care Services Staffing, Inc.	Grand Rapids	MI
		Life EMS	Grand Rapids	MI
Shelby	Betty	Native American Community Services	Grand Rapids	MI
		Spectrum Health--PANC	Grand Rapids	MI
		Grand Rapids Area Center for Ecumenism	Grand Rapids	MI
		Ready Ride Transportation, Inc.	Wyoming	MI
		Sunshine Transportation	Grand Rapids	MI
		United Methodist Community House	Grand Rapids	MI
Hood	Rachael	West MI Environmental Action Council	Grand Rapids	MI
Konyndyk	Joan	Hope Network	Grand Rapids	MI
Ramos	Rosemary	Association for the Blind & Visually Impaired	Grand Rapids	MI
Myers	Charles	City of Lowell	Lowell	MI
Cameron	Michelle E	Association for the Blind & Visually Impaired	Grand Rapids	MI
		WXMI Channel 17 (FOX)	Grand Rapids	MI
		Grand Rapids Audubon Club	Grand Rapids	MI
		Baxter Community Center	Grand Rapids	MI
Bee	Dave	West Michigan Regional Planning Commission	Grand Rapids	MI
Bergman	Dale	Sparta Township	Sparta	MI
Bierman	Wanda	Kent County Health Department	Grand Rapids	MI
Bishop	Dorothy	Nelson Township	Sand Lake	MI
		Kent Community Hospital	Grand Rapids	MI
Borum	Larry	Grand Rapids Urban League	Grand Rapids	MI
Stanton	James		East Grand Rapids	MI
Bower	Rae		Grand Rapids	MI
Schmid	Barbara		Grand Rapids	MI
Visscher	Michelle	Commission for the Blind	Grand Rapids	MI
Schreiner	Amy B.	Association for the Blind & Visually Impaired	Grand Rapids	MI
Shepard	Dan	Little River Band of Ottawa Indians	Manistee	MI
Davis	Monte	Match-E-Be-Nash-She-Wish Band of Potawatomi Indians	Dorr	MI
		Nottawaseppi Huron Band of Potawatomi	Fulton	MI
		Michigan Historical Center	Lansing	MI
		Environmental Protection Agency - Region 5	Chicago	IL
		Fish and Wildlife Service	East Lansing	MI
		G.R. Ford International Airport	Grand Rapids	MI
		Grand Rapids Community Foundation	Grand Rapids	MI
		Grand Rapids Downtown Development Authority	Grand Rapids	MI
		Heritage Hill Association	Grand Rapids	MI
		Kent Conservation District	Grand Rapids	MI
		Kent County Farm Service Agency	Grand Rapids	MI
		Kent County Parks Department	Grand Rapids	MI
		Kent Michigan State University Extension	Grand Rapids	MI
		Land Conservancy of West Michigan	Grand Rapids	MI
		Mackinac Chapter-Sierra Club	Lansing	MI
		MI United Conservation Club	Grand Rapids	MI
		Michigan Dept. of Agriculture	Lansing	MI
		Michigan Dept. of Community Health	Lansing	MI
		Michigan Department of Natural Resources and Environment	Grand Rapids	MI
		Michigan Dept. of Natural Resources	Lansing	MI
		Michigan Economic Development Corporation	Lansing	MI
		The Right Place, Inc.	Grand Rapids	MI
		USDA-Michigan State Office	East Lansing	MI
		USGS - Lansing District Office	Lansing	MI
		Western Michigan University - Grand Rapids	Grand Rapids	MI
Dewey	David	Village of Sand Lake	Sand Lake	MI
Crosby	Kathy	Goodwill Industries	Grandville	MI
Kahrs	Rand	Village of Casnovia	Casnovia	MI
		West Grand Neighborhood Association	Grand Rapids	MI

Last Name	First Name	Company	Business City	Business State
Sibley	Joe	Disability Advocates of Kent County	Grand Rapids	MI
Knapp	Jeff	Spencer Township	Gowen	MI
Blumm	Paula	Lowell Charter Township	Lowell	MI
Van Buren	Sarah	Federal Highway Administration, Michigan Division	Lansing	MI
McCurren	Kevin	Greater Grand Rapids Bicycling Coalition	Grand Rapids	MI
Haverdink	Pam	Georgetown Seniors	Jenison	MI
Bowman	Tiffany	Pioneer Resources	Muskegon	MI
		Norfolk Southern Corporation	Grand Rapids	MI
		CSX Transportation	Grand Rapids	MI
		West Michigan Environmental Action Council	Grand Rapids	MI
		Amtrak	Chicago	IL
		Greyhound Bus Lines	Grand Rapids	MI
		Indian Trails Motorcoach	Grand Rapids	MI
		Ambucab Neighbors International Transport	Grand Rapids	MI
		Health Care Associates	Grandville	MI
		Ambulance Service By American	Grand Rapids	MI
		Wings of Mercy	Holland	MI
		Corporate Angel Network	White Plains	NY
James	Derrick	Amtrak	Chicago	IL
Remenap	Molly	Wyoming Senior Center	Wyoming	MI
Hanes	Kathy	Allendale Lifelong Learners	Allendale	MI
Kolenda	Tammy	Byron Twp. Senior Program	Byron Center	MI
Kubiszewski	Jean	Forest Hills Senior Center	Grand Rapids	MI
Halstead	Robin	Cutlerville-Gaines Chamber of Commerce	Grand Rapids	MI
		Rockford Area Chamber of Commerce	Rockford	MI
Sanchez	Carlos	West Michigan Hispanic Chamber of Commerce	Grand Rapids	MI
		Friends of Transit	Grand Rapids	MI
		Area Agency on Aging of Western Michigan	Grand Rapids	MI
Fitzgerald	Elleen	Calvary Church	Grand Rapids	MI
		AARP Foundation	Grand Rapids	MI
Gray	Richard W.	Area Community Service Employment and Training Council	Grand Rapids	MI
Schoon	Mary Kay	Ottawa County Michigan Works!	Holland	MI
Fowler	Jay	Grand Rapids Downtown Development Authority	Grand Rapids	MI
		Allendale Township DDA	Allendale	MI
		Byron Township DDA	Byron Center	MI
		Cascade Charter Township DDA	Grand Rapids	MI
		Cedar Springs DDA	Cedar Springs	MI
		Comstock Park DDA	Comstock Park	MI
		City of Grandville DDA	Grandville	MI
		City of Hudsonville DDA	Hudsonville	MI
		City of Rockford DDA	Rockford	MI
		City of Wyoming DDA	Wyoming	MI
		Standale DDA	Walker	MI
		Village of Sparta DDA	Sparta	MI
Sapakie	Rebecca	WOOD TV 8	Grand Rapids	MI
Phelps	Nate	West Michigan Mountain Biking Association	Grand Rapids	MI
Ricard	Jerry	Coopersville and Marne Railway	Coopersville	MI
Bixby	Jack	Mid-Michigan Railroad Co.	Vassar	MI
Gordon	Rodney	Grand Elk Railroad	Kalamazoo	MI
Bixby	Jack	Grand Rapids Eastern Railroad	Vassar	MI
Slaughter	Tony	American Red Cross W. Cent. MI	Grand Rapids	MI
Byle	Tom	Kent County Road Commission	Grand Rapids	MI
Marks	Lisa	American Red Cross	Grand Rapids	MI
Davison	Chuck	Amway Corporation	Ada	MI
Hawkins	Roy	GRFIA	Grand Rapids	MI
Ruble	Kevin	Marquette Rail Corporation	Ludington	MI
Helmer	Alice		Sparta	MI
Bouwens	Dr. Eric		Kentwood	MI
		Grand Rapids Convention and Visitors Bureau	Grand Rapids	MI
Gonzales-Cortes	Martha	Hispanic Center of Western Michigan	Grand Rapids	MI
Medema	Dave	Pondera Advisors LLC	Grand Rapids	MI
Wood	Kara	City of Grand Rapids Economic Development	Grand Rapids	MI
Cushman	Chad	Indian Trails Motorcoach	Owosso	MI
Jordan	Robert	Greyhound Lines, Inc.	Detroit	MI
Bailey	Chris	Spectrum Health	Grand Rapids	MI
Babson	Erin	Grand Valley State University	Grand Rapids	MI
Barnes	Robert	Senior Neighbors	Grand Rapids	MI
Mumaw	Patti	Grand Rapids Community College	Grand Rapids	MI
Crandall-Rice	Bev	United Methodist Community House	Grand Rapids	MI
		Columbian Logistics	Grand Rapids	MI
		Michigan Rail and Storage	Comstock Park	MI
		Vans Logistics Service	Grand Rapids	MI

Last Name	First Name	Company	Business City	Business State
		Masselink Brothers, Inc.	Grand Rapids	MI
		Nationwide Transportation Services	Grand Rapids	MI
Dutmer	Casey	Disability Advocates of Kent County	Grand Rapids	MI
Langdon	John	Michigan Association of Railroad Passengers	Holland	MI
Homeyer	Peter	Land Conservancy of West Michigan	Grand Rapids	MI
Donovan	Brian	LGROW	E. Grand Rapids	MI
		Ottawa County Drain Commission	West Olive	MI
		Federal Aviation Administraion - Great Lakes Region	Romulus	MI
		West Michigan Strategic Alliance	Grand Rapids	MI
		Annis Water Resource Institute	Muskegon	MI
		Ottawa County Farm Bureau	Allendale	MI
Waybrant	Ron	Izaak Walton League - Dwight Lydell Chapter	Belmont	MI
		United Growth for Kent County	Grand Rapids	MI
		U.S. Army Corps of Engineering, Detroit District	Detroit	MI
		U.S. Dept. of Agriculture - Natural Resource of Conservation Service	East Lansing	MI
		U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration	Washington	DC
		U.S. Dept. of Housing & Urban Development, Detroit Office	Detroit	MI
		Environmental Protection Agency, Office of Federal Activities, NEPA	Washington	DC
		Michigan Land Use Institute	Traverse City	MI
		West Michigan Trails & Greenways Coalition	Comstock Park	MI
		State Historic Preservation Office	Lansing	MI
		Catholic Social Services	Grand Rapids	MI
		Hospice of Michigan	Ada	MI
		Riverview Aviation	Jenison	MI
		Millbrook Neighborhood Assn.	Grand Rapids	MI
		John Ball Zoo	Grand Rapids	MI
		S.J. Wisinski & Co.	Grand Rapids	MI
Cummings	Sam	Second Story Properties	Grand Rapids	MI
Sanford	Rob	WCUZ Radio News	Grand Rapids	MI
Bulkowski	Dave	Disability Advocates	Grand Rapids	MI
		Garfield Park Neighborhood Assn.	E. Grand Rapids	MI
		East Hills Neighborhood Association	Grand Rapids	MI
Dean	William	Oakfield Township	Rockford	MI
		Conrail	Grand Rapids	MI
Krueger	Daniel	Ottawa County	Grand Haven	MI
		North Park Neighborhood Assn.	Grand Rapids	MI
		City of Cedar Springs	Cedar Springs	MI
Ellick	Robert	Solon Township	Cedar Springs	MI
Cornell-Howe	Sandra	MI Dept. of Transportation	Lansing	MI
		United Parcel Service	Wyoming	MI
Crawford	John	Wyoming - Kentwood Chamber Of Commerce	Wyoming	MI
Heyboer	David	Friends of the White Pine Trail	Belmont	MI
		Area Agency on Aging	Grand Rapids	MI
		West Side Connection	Grand Rapids	MI
DeYonker	Alex	Warner, Norcross & Judd, LLP	Grand Rapids	MI
Granse	Richard	Friends of the White Pine Trail	Belmont	MI
		Ottawa Hills Neighborhood Assn.	Grand Rapids	MI
Fehsenfeld	Tom	Crystal Flash	Grand Rapids	MI
MacGregor	Peter	Cannon Township	Rockford	MI
		Fair Housing Center of West Michigan	Grand Rapids	MI
Heartwell	George	City of Grand Rapids	Grand Rapids	MI
Cranson	Jeff	Grand Rapids Press	Grand Rapids	MI
		Spectrum Health	Grand Rapids	MI
Force	Frank	Grattan Township	Belding	MI
Hoffman	Jack	Wheeler, Upham, P.C.	Grand Rapids	MI
Hoffman	Mort		Grand Rapids	MI
		GROW	Grand Rapids	MI
Hunsburger	Jerry	Kent Intermediate School District	Grand Rapids	MI
		Black Hills Citizens Group	Grand Rapids	MI
		WOOD Radio News	Grand Rapids	MI
Kehoe	Nancy	Heart of West Michigan United Way	Grand Rapids	MI
Kempainen	Curt	Kent County Dept. of Public Works	Grand Rapids	MI
Kent	Dennis	MI Dept. of Transportation	Grand Rapids	MI
		Grand Rapids Air Pollution Control	Grand Rapids	MI
Hoemke	Dennis	Algoma Township	Rockford	MI
Verheulen	Rob	City of Walker	Walker	MI
Koches	John	Grand Valley State University	Muskegon	MI
Koehler	Ronald	Kent Intermediate School District	Grand Rapids	MI
		Dakotah Family Treatment Center	Grand Rapids	MI
		MI Black Expo	Grand Rapids	MI
Sandifer	Tim	South East Community Association	Grand Rapids	MI
		Roadway Express	Wyoming	MI

Last Name	First Name	Company	Business City	Business State
		Michigan Oaks Neighborhood Assn.	Grand Rapids	MI
		Grand Action	Grand Rapids	MI
		Village Bike Shop	Cascade	MI
Kuhn	Katherine		Grand Rapids	MI
Hollinrake	Mary	Kent County	Grand Rapids	MI
Peterson	Dean	MDOT-Passenger Trans. Division	Lansing	MI
		Cherry Hill Historic District	Grand Rapids	MI
		Historic Preservation	Grand Rapids	MI
		Blandford Nature Center	Grand Rapids	MI
		North County Trails-West Chapter	Grand Rapids	MI
		MC Smith & Associates	Grand Rapids	MI
		ITP - The Rapid	Grand Rapids	MI
		CSX Railroad	Jacksonville	FL
		MARP	Grandville	MI
		Neighbors of Belknap Lookout	Grand Rapids	MI
Logie	Susie		Grand Rapids	MI
		MI Assn. For the Blind & Visually Impaired	Grand Rapids	MI
		Gerontology Network Service	Grand Rapids	MI
		4-C Regional Child Care	Grand Rapids	MI
		Alger Heights Neighborhood Assn.	Grand Rapids	MI
		Grand Rapids Community College	Grand Rapids	MI
		American Cancer Society	Grand Rapids	MI
		East Hills Council of Neighbors	Grand Rapids	MI
Porter	Chuck	Courtland Township	Rockford	MI
Miedema	Jim	Jamestown Township	Jamestown	MI
		Wyoming Senior Citizens	Wyoming	MI
Preoli	Jan	Friends of the White Pine Trail	Belmont	MI
		Kent County Social Services	Grand Rapids	MI
		Easter Seal Society	East Grand Rapids	MI
		The ARC Kent County	Grand Rapids	MI
		Pine Rest Christian Hospital	Grand Rapids	MI
		Metropolitan Hospital	Wyoming	MI
		Hospital & Rehabilitation Center	Grand Rapids	MI
		Columbian Distribution	Grand Rapids	MI
		Con-Way Central Express Inc.	Grand Rapids	MI
		February Fourteen Inc.	Grand Rapids	MI
		Gainey Transportation Services	Grand Rapids	MI
		Gra-Bell Truck Line Inc.	Holland	MI
		Grassmid Transport	Zeeland	MI
		Roosevelt Park Neighborhood Assn.	Grand Rapids	MI
		Parker Motor Freight	Jackson	MI
		Robinson Cartage Co.	Wyoming	MI
		Sprinter Services, Inc.	Grandville	MI
		The TLC Group, Inc.	Holland	MI
		Towne Air Freight Inc.	Grand Rapids	MI
		Van's Delivery Service, Inc.	Walker	MI
		A Better Grand Rapids Limousine Svc.	Grand Rapids	MI
		A Prestige Service	Grand Rapids	MI
		Aero Med-Air Medical Transport	Grand Rapids	MI
		Air Ambulance by Life EMS	Grand Rapids	MI
		AMB-U-CAB by G.R. Veterans	Grand Rapids	MI
		Calder City Taxi	Grand Rapids	MI
		Health Care Associates of G.R.	Grandville	MI
		Mercy Ambulance Service	Grand Rapids	MI
		Veterans and Yellow Cab Co.	Grand Rapids	MI
Haas	Thomas J.	Grand Valley State University	Allendale	MI
		Calvin College	Grand Rapids	MI
		Aquinas College	Grand Rapids	MI
		Cornerstone & Baptist Seminary	Grand Rapids	MI
		Kendall College of Art/Design	Grand Rapids	MI
Pettis	Edie	Pettis Farms	Ada	MI
		ITT Technical Institute	Wyoming	MI
		Kent Intermediate School District	Grand Rapids	MI
		Big Brothers Big Sisters	Grand Rapids	MI
		YMCA/YWCA	Grand Rapids	MI
		American Civil Liberties Union	Grand Rapids	MI
		Bethany Christian Services	Grand Rapids	MI
		Project Rehab	E. Grand Rapids	MI
		Salvation Army	Grand Rapids	MI
Small	Doug	Grand Rapids Visitors & Convention Bureau	Grand Raids	MI
		Amway Hotel	Grand Rapids	MI
		Family Outreach Program	Grand Rapids	MI

Last Name	First Name	Company	Business City	Business State
		Lesbian & Gay Community Network	Grand Rapids	MI
		Rental Property Owners Assn.	Grand Rapids	MI
		Retired & Senior Volunteer Program	Grand Rapids	MI
		NAACP	Grand Rapids	MI
		Arts Council of Greater Grand Rapids	Grand Rapids	MI
Ray	Kathleen		Comstock Park	MI
		Thornapple Trail Assn.	Middleville	MI
		Spare Tire Bike Shop	Grand Rapids	MI
		The Rapid Wheelmen	Grand Rapids	MI
Faass	Don		Grand Rapids	MI
Root	Rick	City of Kentwood	Kentwood	MI
McDonald	Tom		Grand Rapids	MI
Radlick	Ken & Maureen		Grand Rapids	MI
Rycenga	Roger	Ottawa County Commissioner	Allendale	MI
Ramirez	Rebecca	ACSET-Latin American Services Progam	Grand Rapids	MI
		North End Neighborhood Assn.	Grand Rapids	MI
Scholtz	John	Ottawa County Parks & Recreation	West Olive	MI
Petruska	John	Village of Kent City	Kent City	MI
Sevensma	Norm	West MI Environmental Action Council	E. Grand Rapids	MI
		Creston Neighborhood Association	Grand Rapids	MI
Stonehouse	Ron	Kent County	Grand Rapids	MI
Simon	Sandy	AAA of Michigan	Grand Rapids	MI
Smith	Rosa L.	Kentwood Pines N.A.	Kentwood	MI
		Saint Mary's Hospital	Grand Rapids	MI
		South West Area Neighbors	Grand Rapids	MI
Stark	Ione	Tyrone Township	Kent City	MI
Williams	Paul & Joan	Princeton Estates	Kentwood	MI
Tilma	Thomas	Gaines Charter Township	Caledonia	MI
		Highland Park Association	Grand Rapids	MI
Reyes	Esther	Garfield Park Neighborhoods Association	Grand Rapids	MI
Wenger	Christian	Bowne Township	Alto	MI
		Grand Rapids Public Schools	Grand Rapids	MI
VanEss	Toby	Tallmadge Township	Grand Rapids	MI
Wittenbach	Tim	Vergennes Township	Lowell	MI
Murray	Mark	Meijer, Inc.	Grand Rapids	MI
Englehart	Jeanne	Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
Cloyd	Brian	Steelcase, Inc.	Grand Rapids	MI
Fowler	Jay	City of Grand Rapids DDA	Grand Rapids	MI
Ritsema	Pamela	City of Grand Rapids	Grand Rapids	MI
		St. Mary's Health Services	Grand Rapids	MI
Sturtevant	Dennis	Dwelling Place of Grand Rapids	Grand Rapids	MI
Buck	James	City of Grandville	Grandville	MI
Drake	Beverly	ACSET Council	Grand Rapids	MI
		Faith in Motion	Grand Rapids	MI
Pekich	Barbara	Heartside Ministry	Grand Rapids	MI
		WGVU AM/FM News Department	Grand Rapids	MI
Wyangarden	Mike	Advance Newspapers	Jenison	MI
		WGRD AM/FM News Department	Grand Rapids	MI
Valade	Carol	Grand Rapids Business Journal	Grand Rapids	MI
Pulliam	Patricia	Grand Rapids Times	Grand Rapids	MI
Zylstra	Dave	Caledonia Charter Township	Caledonia	MI
Brinks	Lois	American Red Cross	Muskegon	MI
		WWMT Channel 3 (CBS)	Kalamazoo	MI
Byl	Bill	Kent County Drain Commission	Grand Rapids	MI
Hoskins	Kenneth	Grand Rapids Public Schools	Grand Rapids	MI
Bartman	Cindy	City of East Grand Rapids	East Grand Rapids	MI
Moyer	James	Grand Valley State University	Allendale	MI
		John Ball Park Community Association	Grand Rapids	MI
		Midtown Neighborhood Association	Grand Rapids	MI
Sawyer	Keary		Grand Rapids	MI
Lanning	Ray B.		Grand Rapids	MI
Oosterbaan	Tom	Senior Neighbors	Grand Rapids	MI
		Fish-For-My-People	Grand Rapids	MI
		Grand Rapids Youth Commonwealth	Grand Rapids	MI
		Paws for a Cause	Moline	MI
Redmond	Steve	MI Dept. of Transportation	Grand Rapids	MI
		Grand Rapids Towing	Grand Rapids	MI
		Fulton Heights Neighborhood Association	Grand Rapids	MI
		Take Pride! Community	Grand Rapids	MI
		Mary Free Bed Hospital & Rehabilitation Center	Grand Rapids	MI
		Baxter Neighborhood Association	Grand Rapids	MI
Rose	Judy	Black Hills Citizens for a Better Community	Grand Rapids	MI

Last Name	First Name	Company	Business City	Business State
Rozeboom	Becky	Neighborhood Associations Overview Map Information	Grand Rapids	MI
Bulten	Tom	Oakdale Neighbors Information	Grand Rapids	MI
		Ridgemoor Neighborhood Association	Grand Rapids	MI
		South Hill Neighborhood Association	Grand Rapids	MI
		Heartside/Downtown Neighborhood Association	Grand Rapids	MI
Cody	Therese	MI Department of Transportation	Lansing	MI
Doty-Nation	Pam	Habitat for Humanity	Grand Rapids	MI
		Meadowlawn Neighborhood Assn.	Kentwood	MI
		Walnut Hills Condo #2 Association	Kentwood	MI
Taliaferro	Debra		Grand Rapids	MI
Warners	John D	Leisure South Condominiums	Kentwood	MI
Haddix	Susan	Windmill Pointe	Kentwood	MI
		Hampton Meadows	Kentwood	MI
Howard	Melinda	Kentwood Estates	Kentwood	MI
		Old Farm Estates Neighborhood Assn.	Kentwood	MI
Flechsig	Randolph	Davenport University	Grand Rapids	MI
		Hispanic Center of West Michigan	Grand Rapids	MI

Figure 4 Grand Rapids Press Affidavit of Publication #1

Grand Rapids Press
155 Michigan St. NW., Grand Rapids, MI 49503

AFFIDAVIT OF PUBLICATION

State of Michigan,) ss
County of Kent)

Sheryl L DeVriendt being duly sworn, deposes and says that principal clerk of the Grand Rapids Press; that said Grand Rapids Press is a newspaper published and circulated in the County of Kent, Michigan; that the attached notice has been duly published in said newspaper on the following dates:

April 24, 2010

Customer Name:

GRAND VALLEY METRO LEGAL ADS

Sheryl L DeVriendt

Sheryl L DeVriendt

Subscribed and sworn to before me this 28th day of April A.D. 2010

Diane F. Fase

Diane F. Fase NOTARY PUBLIC IN AND FOR THE COUNTY OF KENT, STATE OF MICHIGAN

My Commission Expires: February 19, 2014

DIANE F. FASE
Notary Public, State of Michigan
County of Kent
My Commission Expires: 02/19/2014
Acting in the County of Kent

GVMC NOTICE OF PUBLIC MEETING

The Grand Valley Metro Council will be hosting two public meetings to seek comments on the Draft Fiscal Year 2011-2014 Transportation Improvement Program (TIP) and an amendment to the 2035 Long Range Transportation Plan (LRTP):

Monday, May 3, 2010 - 5:00 PM to encourage public comment on the Draft TIP list of projects and deficient road segments, and

Tuesday, May 18, 2010 - 5:00 PM to encourage public comment on the Air Quality Conformity Analysis results and Environmental Justice review, and 2035 LRTP amendment.

Both meetings are at the GVMC Offices (address below) and are open to the public.

The TIP describes transportation priorities for investment over the next 4 years in Kent and E. Ottawa Co. and the LRTP describes investments for the next 25 years. Both the Draft TIP and amendment to the LRTP require an air quality conformity analysis.

For more information, to submit written comments, to access the draft TIP project list, air quality conformity analysis results, or LRTP amendment go to www.gvmc.org or contact Darrell Robinson, Transportation Planner, Grand Valley Metro Council, 678 Front Ave N.W. Suite 200, Grand Rapids, MI 49504 Phone: (616) 776-7609 Email: robinsond@gvmc.org

3678728-01

Folios	1	Times \$	293.25
Affidavit \$			0.00
Words/Lines		\$	293.25

**AFFIDAVIT OF PUBLICATION
GRAND RAPIDS PRESS
GRAND RAPIDS, MICHIGAN**

IN THE MATTER OF

GRAND VALLEY METRO LEGAL ADS
ANDREA DEWEY
678 FRONT AVE NW
STE 200
GRAND RAPIDS MI 49504

Received and filed this 28th day of April A.D. 2010

Figure 5 Grand Rapids Press Affidavit of Publication #2

Grand Rapids Press
155 Michigan St. NW., Grand Rapids, MI 49503

AFFIDAVIT OF PUBLICATION

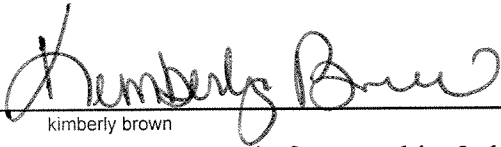
State of Michigan,) ss
County of Kent)

kimberly brown being duly sworn, deposes and says that he/she is principal clerk of the Grand Rapids Press; that said Grand Rapids Press is a newspaper published and circulated in the County of Kent, and the attached notice has been duly published in said newspaper on the following dates:


July 17, 2010

Customer Name:

GRAND VALLEY METRO LEGAL ADS


kimberly brown

Subscribed and sworn to before me this 3rd day of August A.D. 2010


Brenda M. Truskoski NOTARY PUBLIC IN AND FOR THE COUNTY OF KENT, STATE OF MICHIGAN

My Commission Expires: January 29, 2014

BRENDA M. TRUSKOSKI
Notary Public, State of Michigan
County of Kent
My Commission Expires: 01/29/2014
Acting in the County of Kent

_____ Folios	1	Times \$	293.25
_____ Words/Lines		Affidavit \$	0.00
		\$	293.25

**AFFIDAVIT OF PUBLICATION
GRAND RAPIDS PRESS
GRAND RAPIDS, MICHIGAN**

IN THE MATTER OF

GRAND VALLEY METRO LEGAL ADS
ANDREA DEWEY
678 FRONT AVE NW
STE 200
GRAND RAPIDS MI 49504

Received and filed this 3rd day of August A.D. 2010

Local soccer team headed to Special Olympics national games

Area 12 athletes head to Nebraska for event

BY CRIS GREER

THE GRAND RAPIDS PRESS

In 12 years of coaching their son Eric in Special Olympics competition, this summer has been the most special of all for Brian and Sandy Marlink.

The Area 12 (Ottawa and Allegan counties) Special Olympics Michigan soccer team, which won gold at the state soccer finals in October 2009, will participate in the 2010 Special Olympics national games, which begin today in Lincoln, Neb.

"We've been real excited since we found out at the end of October," said Sandy Marlink of Jenison, who coaches other sports as well.

"It's great. We had no idea that soccer was going to nationals. It was quite a surprise when they told us we were in the running.

"Any team that wins gold (at state) has a chance to go, but we are the only soccer team from Michigan going."

The 10 athletes representing the Area 12 Stars are from Coopersville, Eastmanville, Grand Haven, Jenison and Zeeland.

They include Karen Kuiper, Julie Roach, Aubrey Zeerip, Angie DeVries, Paul DeVries, Spencer McBurnett, Ryan Moore, Brandon Bucek, Tyler Kohley and Eric Marlink. Another coach, Jerry Zeerip, also is making the trip.

"As we get closer, they are getting really excited and asking a lot of questions," Marlink said. "Eric's been packed and ready to go for a while. He's been waking up early and ready to roll.

"He gets more excited every day. All three of us coaches are extremely excited, along with the kids."

Though Eric, 23, said soccer is one of his favorites, he also participates in basketball, softball, swimming and bowling, among others.

"He likes them all, but we've never gone this far for anything else before," Sandy Marlink said. "One girl (Julie Roach) on our team went to the World Games before in gymnastics.

"It's a once in a lifetime opportunity for them."

The Stars will board corporate jets, donated by companies around the United States, to fly to Nebraska to join 3,000 athletes and 8,000 volunteers at the six-day event.

Aubrey Zeerip, 19 the daughter of Jerry Zeerip, also looks forward to the trip.

"I can't wait," said Zeerip, who participates in swimming, track, softball, field hockey and her favorite sport, basketball.

Including parents, grandparents and other friends and relatives, about 37 people are making the trip.

"We get a lot more than what we put into it," Marlink said. "It's been an amazing ride; it's terrific. The kids are great.

"It's a really great opportunity to represent our area."

E-mail: sports@grpress.com

We'd like your input. **GVMC**

The Grand Valley Metropolitan Council (GVMC) Draft Fiscal Year 2011-2014 Transportation Improvement Program (TIP) document is available for public comment. This document describes area transportation projects for the next four years and may be viewed online at www.gvmc.org or at the GVMC Office.

A public meeting encouraging comment on this document is scheduled:

Time: 6:00 p.m.

Date: Thursday, July 29, 2010

Place: Grand Valley Metropolitan Council
678 Front Avenue, Suite 200
Grand Rapids, MI 49504

If you are not able to attend, written comments will be accepted until August 2, 2010. Anyone needing special assistance to attend or auxiliary communication equipment due to a sensory impairment or disability should contact GVMC no later than July 27, 2010. Written comments may be sent the GVMC address above, or emailed to Darrell at robinsond@gvmc.org, or you may call (616) 776-7609.

3778992-01

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Chapter III Consultation

A new addition from the current federal transportation legislation, SAFETEA-LU, to transportation planning is the Consultation Process. There are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and the type of information that needs to be shared with these interested parties. It is suggested that contacts with State, local, Indian Tribes, and private agencies responsible for the following areas be contacted:

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

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

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

The organizations listed in the Interested Citizens/Agencies list that GVMC maintains for transportation planning outreach was used as a starting point for the consultation process. This list was expanded upon to generate a Consultation List, with the specific types of organizations and agencies GVMC is required to contact during this process. (See Consultation List, figure 6.) It should be noted that this list is continuously updated to assure the most relevant organizations are contacted as part of the GVMC Consultation Process.

Information Sent

The Consultation Process that GVMC undertook began with mailing an introductory letter, a GVMC background sheet, a map of TIP projects, and the TIP project lists. (See Sample Consultation Letter, figure 7 and GVMC Background Sheet, figure 8). This information was assembled and mailed to the organizations and agencies on the Consultation List on July 17, 2010.

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

impacts from transportation projects can be developed along with mitigation options. The mailings indicate that GVMC staff is available for individual meetings with organizations and encourages participation in the process. Response was requested by August 2, 2010.

Consultation comments (figure 9) will be documented below.

Figure 6 Consultation list

GVMC Consultation List

<u>Organization/Agency</u>	<u>City</u>	<u>State</u>
ACEST - Latin American Services	Grand Rapids	MI
ACSET - West Side Complex	Grand Rapids	MI
Aero Med - Air Medical Transport	Grand Rapids	MI
Air Ambulance by Life EMS	Grand Rapids	MI
Allendale Township DDA	Allendale	MI
AMB-U-CAB by G.R. Veterans	Grand Rapids	MI
Ambucab Neighbors International Transport	Grand Rapids	MI
Ambulance Service By American	Grand Rapids	MI
American Red Cross W. Cent. MI	Grand Rapids	MI
Amtrak	Chicago	IL
Annis Water Resource Institute	Muskegon	MI
Area Agency on Aging of Western Michigan	Grand Rapids	MI
Arts Council of Greater Grand Rapids	Grand Rapids	MI
Association for the Blind & Visually Impaired	Grand Rapids	MI
Blandford Nature Center	Grand Rapids	MI
Byron Township DDA	Byron Center	MI
Calder City Taxi	Grand Rapids	MI
Cascade Charter Township DDA	Grand Rapids	MI
Cedar Springs DDA	Cedar Springs	MI
Cherry Hill Historic District	Grand Rapids	MI
City of Grand Rapids Economic Development	Grand Rapids	MI
City of Grandville DDA	Grandville	MI
City of Hudsonville DDA	Hudsonville	MI
City of Rockford DDA	Rockford	MI
City of Wyoming DDA	Wyoming	MI
Columbian Distribution	Grand Rapids	MI
Comstock Park DDA	Comstock Park	MI
Conrail	Grand Rapids	MI
Con-Way Central Express Inc.	Grand Rapids	MI
CSX Transportation	Grand Rapids	MI
Cutlerville-Gaines Chamber of Commerce	Grand Rapids	MI
Disability Advocates	Grand Rapids	MI
Environmental Protection Agency - Region 5	Chicago	IL
Fair Housing Center of West Michigan	Grand Rapids	MI
Faith in Motion	Grand Rapids	MI
Federal Aviation Administration - Great Lakes Region	Romulus	MI
Federal Highway Administration, Michigan Division	Lansing	MI
Fish and Wildlife Service	East Lansing	MI
Fish-For-My-People	Grand Rapids	MI
Friends of the White Pine Trail	Belmont	MI
Friends of Transit	Grand Rapids	MI
G.R. Ford International Airport	Grand Rapids	MI
Gainey Transportation Services	Grand Rapids	MI
Grand Action	Grand Rapids	MI
Grand Rapids Air Pollution Control	Grand Rapids	MI
Grand Rapids Area Chamber of Commerce	Grand Rapids	MI
Grand Rapids Audubon Club	Grand Rapids	MI
Grand Rapids Convention and Visitors Bureau	Grand Rapids	MI
Grand Rapids Downtown Development Authority	Grand Rapids	MI
Grassmid Transport	Zeeland	MI
Greyhound Bus Lines	Grand Rapids	MI

GVMC Consultation List

<u>Organization/Agency</u>	<u>City</u>	<u>State</u>
GRFIA	Grand Rapids	MI
GROW	Grand Rapids	MI
Hispanic Center of West Michigan	Grand Rapids	MI
Historic Preservation	Grand Rapids	MI
Hope Network	Grand Rapids	MI
Indian Trails Motorcoach	Grand Rapids	MI
Issac Walton League - Dwight Lydell Chapter	Belmont	MI
ITP - The Rapid	Grand Rapids	MI
John Ball Park Community Association	Grand Rapids	MI
John Ball Zoo	Grand Rapids	MI
Kent Conservation District	Grand Rapids	MI
Kent County	Grand Rapids	MI
Kent County Department of Human Services	Grand Rapids	MI
Kent County Dept. of Public Works	Grand Rapids	MI
Kent County Drain Commission	Grand Rapids	MI
Kent County Farm Service Agency	Grand Rapids	MI
Kent County Parks Department	Grand Rapids	MI
Kent County Social Services	Grand Rapids	MI
Kent Intermediate School District	Grand Rapids	MI
Kent Michigan State University Extension	Grand Rapids	MI
Land Conservancy of West Michigan	Grand Rapids	MI
LGROW	E. Grand Rapids	MI
Little River Band of Ottawa Indians	Manistee	MI
Little River Band of Ottawa Indians	Manistee	MI
Mackinac Chapter-Sierra Club	Lansing	MI
MARP	Grandville	MI
Match-E-Be-Nash-She-Wish Band of Potawatomi Indians	Dorr	MI
Match-E-Be-Nash-She-Wish Band of Pottawatomi	Dorr	MI
MDOT-Passenger Trans. Division	Lansing	MI
Mercy Ambulance Service	Grand Rapids	MI
MI Department of Transportation	Lansing	MI
MI Dept. of Transportation	Lansing	MI
MI Dept. of Transportation	Grand Rapids	MI
MI United Conservation Club	Grand Rapids	MI
Michigan Department of Natural Resources and Environment	Grand Rapids	MI
Michigan Dept. of Agriculture	Lansing	MI
Michigan Dept. of Community Health	Lansing	MI
Michigan Economic Development Corporation	Lansing	MI
Michigan Historical Center	Lansing	MI
Michigan Land Use Institute	Traverse City	MI
Mid-Michigan Railroad Co.	Vassar	MI
Native American Community Services	Grand Rapids	MI
Norfolk Southern Corporation	Grand Rapids	MI
North County Trails-West Chapter	Grand Rapids	MI
Nottawaseppi Huron Band of Potawatomi	Fulton	MI
Ottawa County Drain Commission	West Olive	MI
Ottawa County Farm Bureau	Allendale	MI
Ottawa County Parks & Recreation	West Olive	MI
Pioneer Resources	Muskegon	MI
Ready Ride Transportation, Inc.	Wyoming	MI
Rental Property Owners Assn.	Grand Rapids	MI

GVMC Consultation List

<u>Organization/Agency</u>	<u>City</u>	<u>State</u>
Riverview Aviation	Jenison	MI
Roadway Express	Wyoming	MI
Rockford Area Chamber of Commerce	Rockford	MI
Standale DDA	Walker	MI
State Historic Preservation Office	Lansing	MI
Sunshine Transportation	Grand Rapids	MI
Take Pride! Community	Grand Rapids	MI
The ARC Kent County	Grand Rapids	MI
The Rapid Wheelmen	Grand Rapids	MI
The Right Place, Inc.	Grand Rapids	MI
The TLC Group, Inc.	Holland	MI
Thornapple Trail Assn.	Middleville	MI
Towne Air Freight Inc.	Grand Rapids	MI
U.S. Army Corps of Engineering, Detroit District	Detroit	MI
U.S. Dept. of Agriculture - Natural Resource of Conservation Service	East Lansing	MI
U.S. Dept. of Commerce - National Oceanic & Atmospheric Administration	Washington	DC
U.S. Dept. of Housing & Urban Development - Detroit Office	Detroit	MI
United Growth for Kent County	Grand Rapids	MI
United Methodist Community House	Grand Rapids	MI
USDA - Michigan State Office	East Lansing	MI
USGS - Lansing District Office	Lansing	MI
Village of Sparta DDA	Sparta	MI
West Michigan Environmental Action Council	Grand Rapids	MI
West Michigan Mountain Biking Association	Grand Rapids	MI
West Michigan Regional Planning Commission	Grand Rapids	MI
West Michigan Strategic Alliance	Grand Rapids	MI
West Michigan Trails & Greenways Coalition	Comstock Park	MI
West Side Connection	Grand Rapids	MI
Wyoming - Kentwood Chamber Of Commerce	Wyoming	MI

Figure 7 Consultation Letter



GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: July 16, 2010
TO: Consulted Organizations and Agencies
FROM: Darrell Robinson, Transportation Planner
RE: Request for Consultation on 2010-2014 Transportation Improvement Projects

The Grand Valley Metropolitan Council (GVMC) is seeking input and planning document comparison and coordination on the Fiscal Year 2011-2014 Transportation Improvement Program (TIP) in order to foster cooperation while promoting communication within Federal, State, Tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Projects in the TIP include road resurfacing, road reconstruction, bridge replacement, intersection improvements, intelligent transportation system upgrades, as well as transit related projects. Enclosed are the TIP Proposed Project Lists with a corresponding map for locating projects. While the TIP does list the most immediate implementation priorities for transportation projects in Kent and Eastern Ottawa County, the inclusion of a specific project does not guarantee construction. Additionally, the entire TIP document is available through our website at www.gvmc.org

Please look over the enclosed Proposed Project Lists and the corresponding map and compare them with any long range plans or projects that your organization may be undertaking. For example, using inventories of natural or historic resources, please note if there are transportation projects that will interact or interfere with future policies or programs. Any comments or concerns regarding these projects should be sent to:

Grand Valley Metropolitan Council
Attn: Darrell Robinson
678 Front Ave, Suite 200
Grand Rapids, MI 49504

Please respond on or before August 2, 2010. Your comments are an important part of the transportation planning process. Without appropriate feedback, it is difficult for our organization to foresee potential issues. Lack of comment on your part will be viewed as endorsement of the Proposed Project Lists and the TIP document.

If you wish to meet in person regarding the attached, please feel free to contact me at robinsond@gvmc.org or (616) 776-7609 to schedule an appointment. Thank you in advance for your comments and participation.

Sincerely,
Darrell T. Robinson
Darrell Robinson
Transportation Planner
Grand Valley Metropolitan Council

Enclosures

Figure 8 GVMC Background Sheet



GRAND VALLEY METROPOLITAN COUNCIL

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FY 2011-2014 Transportation Improvement Program Additional Information

What is GVMC?

The Grand Valley Metropolitan Council (GVMC) is the Metropolitan Planning Organization (MPO) for Kent and Eastern Ottawa Counties in western Michigan. GVMC is required by federal legislation to provide coordinating transportation planning and is made up of various governmental agencies, including:

- Federal Highway Administration (FHWA)
- Michigan Department of Transportation (MDOT)
- Kent County Road Commission
- Ottawa County Road Commission
- Cities of Cedar Springs, East Grand Rapids, Grand Rapids, Grandville, Hudsonville, Kentwood, Lowell, Rockford, Walker, and Wyoming
- The Townships of Spencer, Nelson, Solon, Tyrone, Sparta, Algoma, Courtland, Oakfield, Grattan, Cannon, Plainfield, Alpine, Ada, Vergennes, Lowell, Bowne, Caledonia, Gains, Byron, Jamestown, Georgetown, Blendon, Tallmadage, Allendale
- The Villages of Casnovia, Sparta, Caledonia
- The Rapid/Interurban Transit Partnership
- Gerald R. Ford International Airport

These agencies are represented on the GVMC's Transportation Committees, which are open to the public. More information on the meeting schedules for GVMC Committees can be found at www.gvmc.org

GVMC's transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation, and local dues.

What is the FY 2011-2014 Transportation Improvement Program?

The FY2011-2014 Transportation Improvement Program (TIP) is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects and strategies from the GVMC's Long Range Transportation Plan.

The Transportation Improvement Program:

- Covers a minimum four-year period of investment
- Is updated every two years

- Is realistic in terms of available funding – it is not a “wish list” of projects
- Conforms with the State Implementation Plan for air quality purposes
- Is incorporated into the Statewide Transportation Improvement Program (STIP)

The FY 2011-2014 TIP is being developed by GVMC with the assistance of the GVMC Technical and Policy Committees. These committees consist of representatives from local governments, road, and transit agencies. To view the adopted FY 2008-2011 TIP, please go to <http://www.gvmc.org/transportation/tip.shtml> and for general information about GVMC visit <http://www.gvmc.org>.

Why are we soliciting comment from your organization?

As part of the federal transportation bill SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), it is a requirement of metropolitan planning organizations to seek input under Environmental Mitigation and Consultation (reference 23 U.S.C. 134(i)(2)(B), 23 U.S.C. 135(F)(4), 23 U.S.C. 134(i)(4), and 23 U.S.C. 135(f)(2)(D)).

Comments that are received will be incorporated into the decision making and approval process for the FY 2011-2014 TIP and will be included in the document itself.

The staff at GVMC is available to meet to answer questions and provide additional information for proposed projects. Please contact Darrell Robinson at robinsond@gvmc.org or by calling (616) 776-7609.

Figure 9 Consultation Comments



Match-E-Be-Nash-She-Wish
Band of Pottawatomi Indians
GUN LAKE TRIBE

David K. Sprague
Tribal Chairman

Federally Acknowledged
August 23, 1999

Service Area: Allegan, Barry
Kalamazoo, Kent, and
Ottawa Counties

July 21, 2010

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

Attn: Darrell Robinson

RE: 2010-2014 Transportation Improvement Project

On behalf of the Match-E-Be-Nash-She-Wish Band of Pottawatomi Roads Program, I thank you for the opportunity to make comments on the GVMC 2010-2014 TIP. Due to changes with in the Bureau of Indian Affairs (BIA) Indian Reservation Roads (IRR) program, all of the Tribes inventory routes are within Allegan County. At this time we have no long range transportation plans with any of these routes listed on our TIP. Although many tribal citizens live through out West Michigan we are currently restricted on our IRR inventory.

Again thank you for the opportunity to reply.

Sincerely,

Monte Davis
Environmental Specialist
Gun Lake Tribe

United States Department of Agriculture



Helping People Help the Land

Natural Resources Conservation Service

3001 Coolidge Road, Suite 250

East Lansing, MI 48823

T (517) 324-5270/ F (517) 324-5171/ www.mi.nrcs.usda.gov

July 22, 2010

Darrell T. Robinson
Transportation Planner
Grand Valley Metropolitan Council
678 Front Avenue, Suite 200
Grand Rapids, Michigan 49504

RE: 2011 – 2014 Proposed Transportation Improvement Projects in Kent and Ottawa
Counties in Michigan

Dear Mr. Robinson:

We have reviewed the numerous projects proposed for period 2011 to 2014. This review was conducted with respect to the effects that the projects may have on converting prime and unique farmland to other nonfarm uses.

The only project that poses a threat to converting prime and unique farmland to other uses is the widening of 4 Mile Road from Walker Avenue to Old Orchard Drive. Most of the soil resources from Walker Avenue to Cordes Avenue are farmed and considered as prime farmland or farmland of local importance. See enclosed map. If additional land will be acquired for construction in this proposal and if it totals more than one acre from Walker Ave. to Cordes Ave., then the enclosed Farmland Conversion Impact Rating For Corridor Type Projects (Form NRCS-CPA-106) needs to be completed to rate the land being converted. Please complete Parts I, III, VI and VII and submit to the address below for that office to complete their portion.

NRCS
Matthew Soehnel
District Conservationist
3260 Eagle Park Dr. NE, Suite 111
Grand Rapids, Michigan 49525

The completed form will be returned to your office. If no alternative corridor is practical to that of the original proposal for 4 Mile Road, please state this in block 5 – **Reason For Selection** at the bottom of the form.

Thank you for this opportunity to review and comment on this proposal.

Sincerely,

Dr. T. MacMaster, Acting For

STEPHEN S. DAVIS
Acting State Conservationist

Enclosures
NRCS-CPA-106
4 Mile Road

cc: w/o enclosures
Matthew Soehnel, District Conservationist, NRCS, Grand Rapids, MI
Eddie Glover, Area Conservationist, NRCS, Grand Rapids, MI



United States Department of the Interior

FISH AND WILDLIFE SERVICE
East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

August 2, 2010

Mr. Darrell Robinson
Grand Valley Metropolitan Council
678 Front Avenue, Suite 200
Grand Rapids, Michigan 49504

Re: Coordination for FY 2011-2014 Transportation Improvement Program Projects

Dear Mr. Robinson:

Thank you for your letter of July 16, 2010, for the above referenced project. We have reviewed the information you provided and offer the following comments.

Endangered Species

Section 7 of the Endangered Species Act of 1973, as amended (ESA) requires federal agencies, or their designees, to consider impacts to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects. For additional information about the section 7 consultation process, please refer to our endangered species and technical assistance website at <http://www.fws.gov/midwest/endangered/section7/index.htm>.

Migratory Birds

Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. For proposed projects that may contain habitat suitable for nesting by migratory bird species, we recommend you schedule construction activities or remove potential habitat or nesting structures before the initiation of spring nesting or after the breeding season has ended to avoid take of migratory birds, eggs, young, and/or active nests.

If any of the proposed bridge maintenance projects would remove migratory birds nesting on the bridge structures, construction should begin before the initiation of the breeding season for those species or after breeding has concluded. Alternatively, the structures can be screened before the breeding season to prevent nesting. Generally, we recommend that screening or any other habitat disturbance occur before April 15 or after August 15 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before April 15.

We appreciate the opportunity to provide these comments at this early stage of project planning. Please direct any questions to Barbara Hosler of this office at 517/351-6326.

Sincerely,

for Lisa L. Williams
Acting Field Supervisor

Chapter IV Environmental Justice

The roadway and transit projects in the TIP must meet the principles of the 1994 Presidential Executive Order 12898 relating to Environmental Justice (EJ): *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Specifically, the TIP must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority and low-income populations. Based on the spirit and intent of Environmental Justice, GVMC is striving to both identify and inform two major sectors of the population, minority populations and low income residents.

The methodology used to analyze that the principles are being met necessitated mapping areas of low-income and minority population concentrations, overlaying the TIP's proposed projects, and visually analyzing the potential impacts. The Environmental Justice Area map (Map 2) later in this chapter was instrumental in this process.

Identification of Environmental Justice areas

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

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

Using the latest U.S. Census data available (2000) and utilizing Geographic Information Systems software, GVMC analyzed the makeup and concentrations of these minority classifications at the census block group level and those census block groups at or below the poverty level. Environmental justice areas were designated based on the population of the targeted population group as it compares to the overall population of the entire metropolitan area. In the case of minorities, if any census block exceeded the population percentage for that minority group throughout the region as a whole, that block was flagged. For low income identification, the same methodology was used as for the other population groups, but census block groups were used to identify those populations as that is the format by which the data is provided by the census. This data was aggregated together to create comprehensive areas constituting the

“Environmental Justice” areas within the MPO. (See Map 2 the GVMC Environmental Justice Area map.)

Analysis of Impacts

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

- 1) Disproportionately high and adverse human health and environmental impacts to minority areas
- 2) Minimizing/blocking access of minority areas to the transportation system
- 3) Neglect of the transportation system in minority areas or otherwise reduce or delay the receipt of benefits to those areas

Using the delineated Environmental Justice Areas identified, GVMC was able to geographically overlay the 2011-2014 TIP projects on the EJ Areas to identify those projects in EJ Areas. A project was considered to be within an EJ area if 50% or more of the project length or service area was within the EJ boundaries and if a project was on the boundary of the EJ area. These projects were then assessed using the three criteria above.

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

Of the 116 TIP projects, 76 projects, or 66% of TIP projects, are in Environmental Justice areas. (See Table 3 TIP Projects Flagged by the GVMC Environmental Justice analysis.) These projects included all project categories; however the majority of the projects fall into three categories: roadway resurfacing, roadway reconstruction, and roadway improve/expand widening projects. Some of the improve/expand widening projects are in residential areas within EJ boundaries. These projects are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. Therefore it was determined that there are no disproportionately high or adverse human health impacts.

Minimizing/blocking access of minority areas to the transportation system

Minimizing access can be characterized as the permanent closing of streets or interchanges in order to accomplish the projects contained in the TIP. While temporary closures will be necessary as part of the construction process for many projects, no permanent closures are intended as a result of implementing the proposed projects. Therefore, it has been determined that there is no blockage of access to the transportation system or loss of mobility as a result of implementing the TIP projects.

Neglect of the transportation system in minority areas or otherwise reduce or delay the receipt of benefits to those areas

The GVMC MPO area is approximately 1,015.68 square miles. The Environmental Justice areas mapped are approximately 392.26 square miles, or 39 percent of the entire GVMC MPO area. The Environmental Justice analysis found that 66 percent of the TIP projects (76 projects out of 116 total TIP projects) are located within Environmental Justice Areas and 34 percent of the projects fall outside

Environmental Justice Areas (40 projects). Of the 76 projects that are located within Environmental Justice areas, 75 percent were road resurfacing, 17 percent were road reconstruction projects, and 8 percent were improve/expand widening projects.

Access to public transit by residents in Environmental Justice areas was also analyzed. The public transit (ITP-The Rapid) service area, which primarily comprises the Cities of Grand Rapids, Walker, Kentwood, Wyoming, Grandville and East Grand Rapids, covers 26 percent of the MPO EJ areas. None of the projects contained in the TIP restrict access of residents to public transit services (fixed route or demand response). Thus, it has been determined that there is no neglect, reduction, or delay in the receipt of transportation benefits by those residing in EJ areas.

Environmental Justice Notification

In addition to the regular Public Participation process, GVMC also distributed an Environmental Justice based mailing. Once the 76 projects in Environmental Justice areas were identified, staff was able to extract address information for the surrounding parcels using the geographic information software and data from Kent and Ottawa Counties. A letter explaining the proposed improvement, information about the May 18th TIP public meeting, and information about how and where to access more information or submit comments, was sent to every property owner for parcels immediately adjacent to a TIP project. (See Sample Environmental Justice Letter, figure 10.) In sum, 3,009 unique EJ letters were generated and mailed May 3, 2010.

These letters were instrumental in providing citizens in EJ Areas additional project-specific information. They also served as a catalyst for public participation in general.

Conclusion

The analyses of the impacts on residents in Environmental Justice areas as a result of implementing the projects contained in this TIP resulted in the following findings:

- No disproportionately high and adverse human health impacts
- No blockage/minimization of access to the transportation system or loss of mobility
- No neglect, reduction, or delay in the receipt of transportation benefits or restriction of access to public transit services

Within the 2011-2014 TIP, 92 percent of the projects within Environmental Justice areas were road resurfacing/reconstruction, and the MPO is investing the majority (66 percent) of our federal transportation dollars in projects in areas with higher than average numbers of minorities or people of low income status. This means that the benefits of increased federal investment in the road infrastructure are directed towards residents that are typically underserved, people of minority status, and those with low income levels. GVMC strives to reach out especially to those citizens in EJ Areas adjacent to TIP projects through direct mailings to assure a high level of engagement for minority and low-income groups.

Figure 10 EJ Letter



GRAND VALLEY METROPOLITAN COUNCIL

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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 2011 Project: **First St — Lane Ave to Stocking 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

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.

Table 3 TIP projects flagged by the GVMC Environmental Justice analysis

TIP Projects Flagged for EJ Analysis

Agency	Funded/Unfunded	Street	Location
Local	Funded	1st Street	Lane to Stocking
Local	Funded	Ada Dr	Fox Hollow to Thornapple River
Local	Funded	Breton Ave	28th to Burton
Local	Funded	Bristol Ave	4 Mile to 3 Mile
Local	Funded	Cherry St	Market to Grandville
Local	Funded	Coit Ave	Kendalwood to North
Local	Funded	College Ave	Fountain to Fulton
Local	Funded	Eastern Ave	52nd to 60th
Local	Funded	Forest Hill Ave	I-96 to Burton
Local	Funded	Forest Hill Ave	I-96 to NCL
Local	Funded	Hall St	Eastern to Kalamazoo
Local	Funded	Hall St	Madison to Eastern
Local	Funded	Lafayette Ave	Wealthy to State
Local	Funded	Madison Ave	Wealthy to Cherry
Local	Funded	Monroe Ave	Ottawa to Leonard
Local	Funded	Plymouth Ave	Burton to Boston
Local	Funded	Sparta Ave	M-37 to 12 Mile
Local	Funded	West River Dr	Dr Rogue River to M-44
Local	Funded	17 Mile Rd	US-131 Ramps to West
Local	Funded	36th St	Division to Eastern
Local	Funded	54th St	Clyde Park to Division
Local	Funded	Bauer Rd	56th to 24th
Local	Funded	Burton St	Division to Eastern
Local	Funded	Burton St	Eastern to Plymouth
Local	Funded	Clyde Park Ave	28th to 54th
Local	Funded	Pettis Ave	Knapp to Egypt Valley
Local	Funded	Plainfield Ave	Leonard to Ann
Local	Funded	Rivertown Pkwy	Wilson to Canal
Local	Funded	Division Ave	28th to 36th
Local	Funded	Division Ave	44th to 54th
Local	Funded	Ivanrest Ave	NCL to 56th
Local	Funded	Knapp St	At Grand River Dr
Local	Funded	Kraft Ave	52nd to 60th
Local	Funded	Leonard St	Ball to Plymouth
Local	Funded	Leonard St	I-96WB Ramps to East Beltline
Local	Funded	Leonard St	Plymouth to Maryland
Local	Funded	Northland Dr	Indian Lake to South St
Local	Funded	28th St	Kraft to I-96 Ramps
Local	Funded	44th St	Stafford to Division
Local	Funded	4Mile Rd	Walker to Old Orchard
Local	Funded	Ann St	Alpine Ave to Voorheis
Local	Funded	Ball Creek Rd	Kent CL to Rusco
Local	Funded	Buchanan Ave	Alger to Burton
Local	Funded	Carlton Ave	Lake to Fulton
Local	Funded	Division Ave	54th to 60th
Local	Funded	East Paris Ave	44th St to Barden
Local	Funded	Lake Dr	East Beltline to ECL
Local	Funded	Lake Michigan Dr	Garfield to US-131
Local	Funded	Remembrance Rd	Leonard to Walker Village

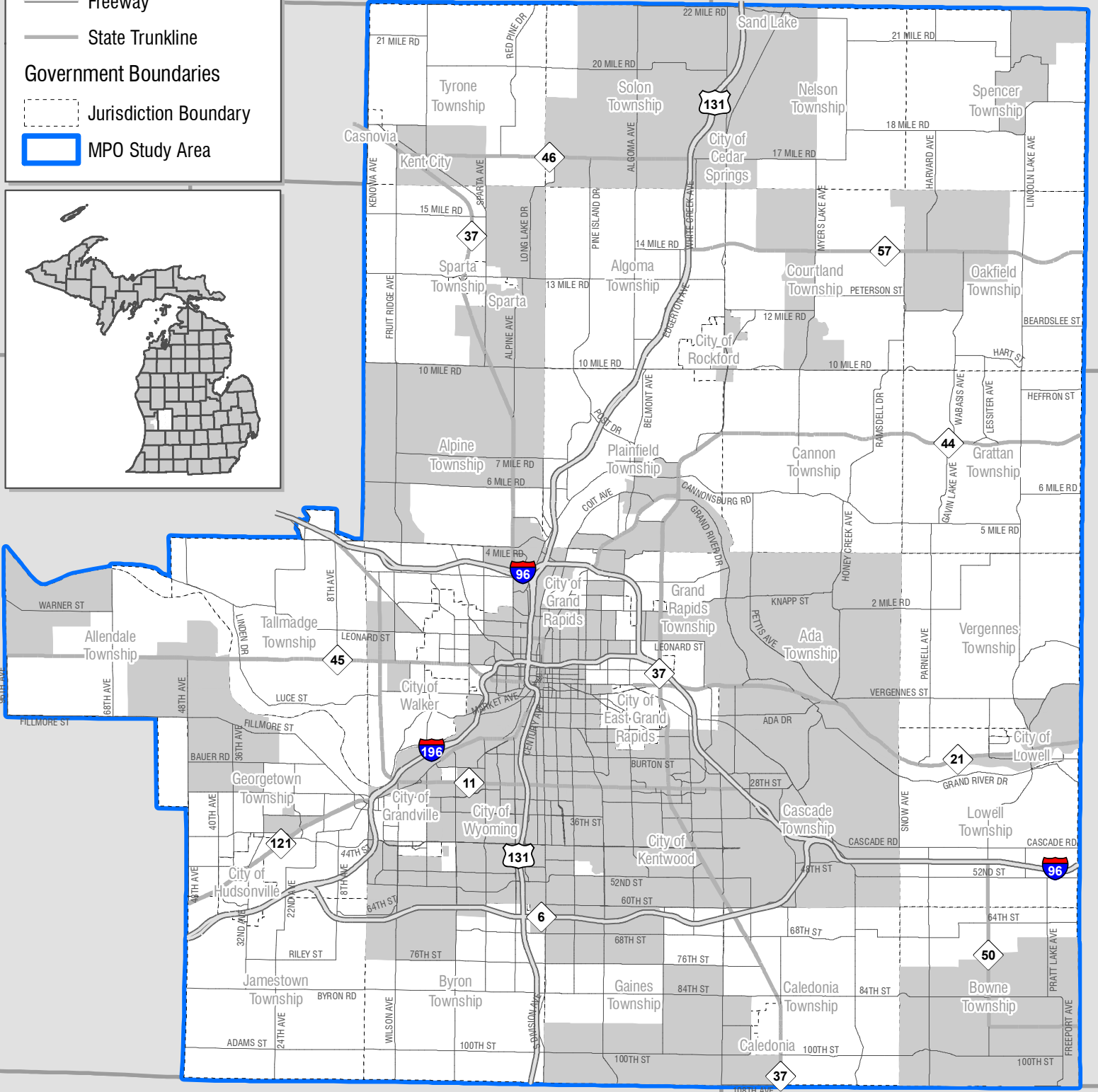
TIP Projects Flagged for EJ Analysis

Local	Funded	Richmond St	Alpine to Scribner
Local	Funded	Turner Ave	Ann to US-131 SB Ramps
Local	Funded	Wealthy St	US-131 to Division
MDOT	Funded	M-37	At Peach Ridge Ave NW
MDOT	Funded	US-131	Under Franklin, Burton, Hall
MDOT	Funded	M-11	At Clyde Park Ave
MDOT	Funded	M-11	At Ivanrest and Byron Center
MDOT	Funded	M-11	M-37 East to I-96 Gap Patterson
MDOT	Funded	US-131	I-196 North to Ann St
MDOT	Unfunded	I-96	Under Whitneyville
MDOT	Unfunded	US-131NB	Over 6th St
MDOT	Unfunded	US-131	NB/SB over CSX Railroad
MDOT	Unfunded	M-11	At Patterson Ave
MDOT	Unfunded	M-21	Grand River Dr to the Grand River
MDOT	Unfunded	M-44 CONN	I-96 to Airway St
MDOT	Unfunded	M-44 CONN	Airway St to M-44
MDOT	Unfunded	I-196	Under Fuller Ave
MDOT	Unfunded	US-131	Under 36th St
Local	Unfunded	32nd St	Division Ave to Eastern Ave
Local	Unfunded	36th St	Byron Center Ave to Burlingame Ave
Local	Unfunded	56th St	Ivanrest Ave to Byron Center Ave
Local	Unfunded	Franklin St	Fuller Ave to ECL
Local	Unfunded	Jefferson Ave	Highland St to Franklin St
Local	Unfunded	Lafayette Ave	Fulton St to Fountain St
Local	Unfunded	Oakes St	Division to Sheldon
Local	Unfunded	Plymouth Ave	I-196 to Leonard St
Local	Unfunded	Roger B Chaffee	32nd to 44th St

MAP 2 Map of EJ areas

Grand Rapids MPO Environmental Justice Areas

Identified EJ Areas
 Type of Street or Road
 Freeway
 State Trunkline
 Government Boundaries
 Jurisdiction Boundary
 MPO Study Area



Chapter V Air Quality Conformity

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 Improvement Program 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, an 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 40.70 tons/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 4 and 5. 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 4 Kent County Vehicle Miles of Travel & Speeds for Analysis Years

KENT COUNTY 2002 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2002 VMT	NORMALIZED 2002 VMT	2002 SPEED
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	

KENT COUNTY 2011 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2011 VMT	NORMALIZED 2011 VMT	2011 SPEED
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	

KENT COUNTY 2014 NFC	HPMS 2000 VMT	MODELED 2000 VMT	MODELED 2014 VMT	NORMALIZED 2014 VMT	2014 SPEED
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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	7,863,924	8,723,593	10,657,108	10,751,780	30.50
Arterial/Collector/Local Street					
TOTALS	14,101,872	16,384,234	17,522,847	16,404,287	

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

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

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

Table 5 Ottawa County Vehicle Miles of Travel & Speeds for Analysis Years

OTTAWA COUNTY 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	1,507,868	1,437,970	65.50
Rural Major & Minor	948,229	1,289,548	1,536,932	1,126,225	50.20
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	510,216	408,187	61.10
Urban Principal & Minor	2,640,317	2,964,743	3,357,000	2,958,835	34.63
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	6,912,016	5,931,217	
<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	1,678,684	1,599,873	64.50
Rural Major & Minor	948,229	1,289,548	1,620,289	1,188,148	46.82
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	517,081	413,834	62.20
Urban Principal & Minor	2,640,317	2,964,743	3,390,022	2,993,972	33.06
Arterial/Collector/Local Street					

TOTALS	5,137,707	5,969,703	7,206,076	6,195,827	
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	1,790,410	1,706,310	63.40
Rural Major & Minor	948,229	1,289,548	1,772,097	1,298,076	45.87
Arterial/Collector/Local Street					
Urban Interstate/Freeway	376,165	485,525	544,744	435,689	62.10
Urban Principal & Minor	2,640,317	2,964,743	3,655,218	3,222,122	32.26
Arterial/Collector/Local Street					
TOTALS	5,137,707	5,969,703	7,762,469	6,662,197	
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 4 and 5 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 6 and 9 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 6 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 7 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	812.81	1,561.21
Rural Major & Minor Arterial/Collector/Local Street	2014	666.40	936.80
Urban Interstate/Freeway	2014	234.59	433.94
Urban Principal & Minor Arterial/Collector/Local Street	2014	1,917.08	2,242.17
TOTALS		3,630.880	5,174.112

Classification	Year	Kg/Day	Kg/Day
Rural Interstate/Freeway	2018	732.89	1,150.23
Rural Major & Minor Arterial/Collector/Local Street	2018	577.50	665.34
Urban Interstate/Freeway	2018	192.54	294.82
Urban Principal & Minor Arterial/Collector/Local Street	2018	1,593.48	1,588.50
TOTALS		3,096.42	3,698.90

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2025	596.26	787.48
Rural Major & Minor Arterial/Collector/Local Street	2025	484.60	502.84
Urban Interstate/Freeway	2025	154.59	203.15
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,337.28	1,204.92
TOTALS		2,572.73	2,698.39

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2035	621.25	678.95
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 8 Conformity Analysis Total Results Tons/Day

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	Nox
	Before Credit	Before Credit	Credits	Credits			Emission Budget	Emission Budget
	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002 W/O IM	39.703	58.533	-0.19	-0.17	39.52	58.36	40.7	97.87
2011 W/O IM	19.116	26.767	-0.19	-0.17	18.95	26.60	40.7	97.87
2014 W/O IM	15.851	19.960	-0.19	-0.17	15.66	19.79	40.7	97.87
2018 W/O IM	13.375	14.311	-0.19	-0.17	13.19	14.14	40.7	97.87
2025 W/O IM	11.236	10.759	-0.19	-0.17	11.05	10.59	40.7	97.87
2035 W/O IM	11.956	9.864	-0.19	-0.17	11.77	9.69	40.7	97.87

Table 9 Conformity Analysis Total Results Kgs/Day

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC Kg/Day	Adjusted NOx Kg/Day	VOC	Nox
	Before Credit Kg/Day	Before Credit Kg/Day	Credits Kg/Day	Credits Kg/Day			Emission Budget Kg/Day	Emission Budget Kg/Day
2002 W/O IM	36,017.133	53,098.942	-168.73	-154.22	35,852.53	52,942.66	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	14,379.891	18,106.980	-168.73	-154.22	14,211.16	17,952.76	36,921.57	88,784.14
2018 W/O IM	12,133.618	12,982.306	-168.73	-154.22	11,964.89	12,828.09	36,921.57	88,784.14
2025 W/O IM	10,192.554	9,760.589	-168.73	-154.22	10,023.82	9,606.37	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 6 thru 9 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.

Chapter VI Project Selection

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

Staff applied these policies/practices to information gleaned from the Congestion Management (CMS) and Pavement Management (PaMS) Systems (see appendix F). This effort produced a list of facilities in need of either congestion relief or pavement condition improvements. Staffs from each local jurisdiction were then asked to develop a list of projects from this list that could be implemented by the year 2011. These potential projects were collected by staff and a “pool” of projects was developed.

The final step in the development of the TIP list of projects involved the MPO members prioritizing a financially constrained project list as required by federal regulations. In February 2010, the TPSG met and selected projects from the “TIP Pool of Projects.” The TIP project selection process included factors such as regional equity, deficiency (condition, safety or capacity), air quality improvement and connectivity. Using this approach, it can be assured that all of the projects programmed in the FY2011-2014 TIP will improve an identified transportation system deficiency. The result of that programming effort is reflected in the proposed FY2011-2014 Projects List. The list comprises all of the projects recommended and approved (Local, ITP and MDOT) by the TPSG, Technical and Policy Committees for inclusion in the FY2011-2014 Transportation Improvement Program.

As part of the finalization of the TIP development process (FY2011 – 2014 TIP), an air quality analysis is performed on the TIP in order to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration and the Environmental Protection Agency require that the implementation of projects in the TIP and the LRTP does not result in mobile source emissions greater than the current emission budget assigned for the Grand Rapids Metro Area in the State Implementation Plan (SIP). Chapter V describes the analysis that was done, along with tables showing the results of the analysis.

Federal regulations require the TIP to be financially constrained by fiscal year. The STIP

must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of Table 1 is to demonstrate financial constraint. The table compares estimated revenues and expenditures by funding source and indicates how much revenue total it is estimated will be available each year from federal state and local sources.

In regards to Environmental Justice, GVMC, after consultation with MDOT and the Federal Highway Administration (FHWA) officials, has chosen to address environmental justice by identifying ethnicity, low income, and those areas with concentrations of traditionally underserved populations. Chapter IV further explains how staff accomplished the task of Environmental Justice analysis.

Project Listings

This section lists all federal, state and locally funded projects planned for fiscal years 2011 through 2014 in the Grand Rapids Metropolitan Area. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by year and then by jurisdiction. Following the project listings section is a map (see map 3) with local and MDOT projects geographically placed on the map within the MPO area. Being that the Transit projects are capital improvement type projects, they were not graphically illustrated. A list of acronyms for funding categories is available in the Appendix.

This four-year program has been updated every two to three years as required by SAFETEA-LU and can be amended by majority vote from the GVMC TPSG, Technical and Policy Committees.

After the 2009 project status, also included is an Illustrative list of projects that were nominated to receive funding through either STP-Urban or EDF-C that was not programmed because there was a lack of funding resources to program the projects in this current TIP. These projects will remain on these lists until: 1.) more funding becomes available in a particular year, 2.) a currently programmed project drops completely out of the TIP, 3.) the development of the next TIP (FY2014 – FY2017), where these projects could be programmed, or 4.) the maintenance jurisdiction chooses to build the project with local funds.

FY 2011-2014 Projects

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Required Fields																							Optional Fields									
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date		
2011	KENT	City of Grand Rapids	Hall Street	From Kalamazoo Avenue to Eastern Ave, Grand Rapids	0.206	Resurface	Rotomill/resurface	CON		134	STU			56	CITY	190	106404		08/05/10		Exempt	1511 Certification 4/13/09. 45/55	293									
2011	KENT	City of Grand Rapids	Plymouth Avenue	Burton Street to Boston Street	0.5	Reconstruct	Reconstruction	CON		999	STU			421	CITY	1,420	104927		08/05/10		Exempt	44/56	2,249									
2011	KENT	City of Grand Rapids	Lafayette Avenue	Wealthy Street to State Street	0.33	Reconstruct	Reconstruction	CON		655	STU			275	CITY	930	104928		08/05/10		Exempt	33/67	1,955									
2011	KENT	City of Grand Rapids	Breton Avenue	28th to Burton	1.00	Resurface	Resurface	CON		623	STU			262	CITY	885			08/05/10		Exempt	54/46	1,148									
2011	KENT	City of Grand Rapids	Cherry Street	Market to Grandville	0.12	Resurface	Resurface	CON		70	STU			30	CITY	100			08/05/10		Exempt	54/46	130									
2011	KENT	City of Grand Rapids	College Avenue	Fountain to Fulton	0.16	Resurface	Resurface	CON		99	STU			41	CITY	140			08/05/10		Exempt	53/47	184									
2011	KENT	City of Grand Rapids	Hall Street	Madison to Eastern	0.50	Resurface	Resurface	CON		236	STU			99	CITY	335			08/05/10		Exempt	40/60	686									
2011	KENT	City of Grand Rapids	Madison Avenue	Wealthy to Cherry	0.20	Resurface	Resurface	CON		162	STU			68	CITY	230			08/05/10		Exempt	54/46	297									
2011	KENT	City of Grand Rapids	Monroe Avenue	Ottawa to Leonard	0.25	Resurface	Resurface	CON		102	STU			43	CITY	145			08/05/10		Exempt	54/46	187									
2011	KENT	City of Grand Rapids	Coit Avenue	Kendalwood to North Park St.	0.17	Resurface	Rotomill/resurface	CON		77	STU			33	CITY	110			08/05/10		Exempt	20/80	392									
2011	KENT	City of Grand Rapids	1st Street	Lane to Stocking	0.234	Resurface	Rotomill/Resurface	CON		70	STU			30	CITY	100	104918		08/05/10		Exempt	54/46	130									
2011	KENT	City of Grand Rapids	Market Avenue SW	Alger Street and Market Avenue		Traffic ops/safety	Guardrail upgrades	CON		38	STH			9	CITY	47	108825		08/05/10		Exempt	Add 10	52									
2011	KENT	City of Kentwood	Eastern Avenue	52nd Street to 60th Street	1.00	Resurface	Mill and resurface	CON	ACC	455	STU					455	100864		08/05/10		Exempt	AC FY2008	455									
2011	KENT	City of Kentwood	Forest Hill Avenue	I-96 to Burton Street	0.54	Reconstruct	Reconstruct and add turn lanes and curb and gutter	CON	AC					1,300	CITY	1,300			08/05/10		Exempt	ACC FY2013										
2011	KENT	City of Kentwood	Forest Hill Avenue	I-96 to North City Limit	0.92	Reconstruct	Reconstruct and add turn lanes and curb and gutter	CON	AC					2,100	CITY	2,100			08/05/10		Exempt	ACC FY2013 and FY2014										
2011	KENT	City of Walker	Bristol Avenue	Four Mile south to Three Mile	0.98	Resurface	Resurface	CON		246	STU			104	CNTY	350	104929		08/05/10		Exempt	Add 20	420									
2011	KENT	GVMC	Planning Studies	Pavement Management Sys		Studies	Pavement Management Sys	EPE		140	STU			35	OLF	175			08/05/10		Exempt											
2011	KENT	GVMC	Planning Studies	Congestion Management Sys		Studies	Congestion Management Sys	EPE		80	STU			20	OLF	100			08/05/10		Exempt											
2011	KENT	GVMC	Planning Studies	GIS Maintenance		Studies	GIS Maintenance	EPE		30	STU			8	OLF	38			08/05/10		Exempt											
2011	KENT	Hope Network, Inc.	Hope Network	Kent County - Hope Network		Transit vehicle additions/replacements	Purchase high top van	T-Cap		32	ST			8	TRAL	40	104932		08/05/10		Exempt	Rural	65									
2011	KENT	ITP	Replacement Vehicles	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicles (6)	T-Cap		392	5307	98	CTF			491			08/05/10		Exempt											
2011	KENT	ITP	Expand Vehicles	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicles (3)	T-Cap		131	5307	33	CTF			164			08/05/10		Exempt											
2011	KENT	ITP	Cap. Mainten.	Regionwide		Transit facility	Associated Capital Maintenance Items	T-Cap		570	5307	142	CTF			712			08/05/10		Exempt											
2011	KENT	ITP	Prev. Mainten.	Regionwide		Miscellaneous	Preventive Maintenance	T-Cap		1,300	5307	325	CTF			1,625			08/05/10		Exempt											
2011	KENT	ITP	Bus Tire Lease	Regionwide		Transit facility	Bus Tire Lease	T-Cap		180	5307	45	CTF			225			08/05/10		Exempt											
2011	KENT	ITP	A & E	Regionwide		Transit facility	Architecture and Engineering	T-Cap		40	5307	10	CTF			50			08/05/10		Exempt											

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Required Fields																							Optional Fields							
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2011	KENT	ITP	Shop Equip.	Regionwide		Transit operations equipment	Shop Equipment	T-Cap		242	5307	60	CTF			302			08/05/10		Exempt									
2011	KENT	ITP	Office Fur/Equip	Regionwide		Transit operations equipment	Office Furniture/Equipment	T-Cap		10	5307	3	CTF			13			08/05/10		Exempt									
2011	KENT	ITP	Fac. Equip.	Regionwide		Transit facility	Facility Equipment	T-Cap		280	5307	70	CTF			350			08/05/10		Exempt									
2011	KENT	ITP	Comp. Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		129	5307	32	CTF			161			08/05/10		Exempt									
2011	KENT	ITP	Comp. Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		250	5307	63	CTF			313			08/05/10		Exempt									
2011	KENT	ITP	Fac. Renovat.	Regionwide		Transit facility	Facility Renovation	T-Cap		690	5307	173	CTF			863			08/05/10		Exempt									
2011	KENT	ITP	Rehab Adm/Main	Regionwide		Transit facility	Rehabilitation Admin/Main Facility	T-Cap		145	5307	36	CTF			181			08/05/10		Exempt									
2011	KENT	ITP	ITS	Regionwide		Miscellaneous	Intelligent Transportation Sys.	T-Cap		1	5307	0	CTF			1			08/05/10		Exempt									
2011	KENT	ITP	Contingency	Regionwide		Miscellaneous	Miscellaneous Contingencies	T-Cap		50	5307	13	CTF			63			08/05/10		Exempt									
2011	KENT	ITP	Project Admin.	Regionwide		Miscellaneous	Project Administration	T-Cap		80	5307	20	CTF			100			08/05/10		Exempt									
2011	KENT	ITP	Contract	Regionwide		Miscellaneous	Capital Costs of Contracting	T-Cap		480	5307	120	CTF			600			08/05/10		Exempt									
2011	KENT	ITP	Pass. Shelters	Regionwide		Transit facility	Passenger Shelters	T-Cap		50	5307	13	CTF			63			08/05/10		Exempt									
2011	KENT	ITP	Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		10	5307	3	CTF			13			08/05/10		Exempt									
2011	KENT	ITP	Displays	Regionwide		Transit facility	Information Displays	T-Cap		5	5307	1	CTF			6			08/05/10		Exempt									
2011	KENT	ITP	Security Equip.	Regionwide		Transit operations equipment	Surveillance/Security Equipment	T-Cap		88	5307	22	CTF			110			08/05/10		Exempt									
2011	KENT	ITP	Planning	Regionwide		Planning and research	Planning Funds	T-Cap		514	5307	128	CTF			642			08/05/10		Exempt									
2011	KENT	ITP	Division Avenue Bus Rapid Transit project	Transit Terminal to 60th Street	10.00	Transit facility	New Bus Rapid Transit route	T-Cap		15,442	5309	3,861	CTF			19,303			08/05/10		Exempt									
2011	KENT	ITP	Replacement Vehicles	Regionwide		Transit vehicle additions/replacements	Replace Buses (10)	T-Cap		3,481	5307	870	CTF			4,352			08/05/10		Exempt									
2011	KENT	ITP	Buses	Regionwide		Transit vehicle additions/replacements	Expansion 40' Buses	T-Cap		615	5309	154	CTF			769			08/05/10		Exempt									
2011	KENT	ITP	Wealthy Operation Center	Regionwide		Transit facility	Wealthy Operation Center expansion	T-Cap		690	5309	173	CTF			863			08/05/10		Exempt									
2011	KENT	ITP	Terminal	Regionwide		Transit facility	Terminal	T-Cap		600	5309	150	CTF			750			08/05/10		Exempt									
2011	KENT	ITP	Amtrak Rail Relocation	Regionwide		Rail	Amtrak Rail Relocation	T-Cap		600	5309	150	CTF			750			08/05/10		Exempt									
2011	KENT	ITP	ITS	Regionwide		Miscellaneous	Intelligent Transportation Sys.	T-Cap		2,240	5309	560	CTF			2,800			08/05/10		Exempt									
2011	KENT	ITP	Streetcar Study	Regionwide		Studies	Streetcar Study	T-Cap		100	5339	25	CTF			125			08/05/10		Exempt									
2011	KENT	KCRC	Ada Drive	Fox Hollow to Thornapple River Dr.	1.31	Resurface	Resurface	CON		230	STU			97	CNTY	328			08/05/10		Exempt	Add 10								
2011	KENT	KCRC	Forest Hill Avenue	Cascade Road to Ada Drive	0.25	Resurface	Resurface	CON		211	STU			89	CNTY	300			08/05/10		Exempt	Add 10								
2011	KENT	KCRC	Lincoln Lake Ave SE	4 various locations		Traffic ops/safety	Signal moderization	CON		272	STH			68	CNTY	340	108824		08/05/10		Exempt	Add 10								
2011	KENT	KCRC	Clyde Park Avenue	60th to 68th	1	Resurface	Resurface	CON		422	STU			178	CNTY	600			08/05/10		Exempt	Add 10								
2011	KENT	KCRC	Sparta Avenue	M-37 to 12 Mile Road	1.45	Resurface	Resurface	CON		704	STU			296	CNTY	1,000			08/05/10		Exempt	15								
2011	KENT	KCRC	West River Drive	Rogue River to M-44	0.75	Reconstruct	Reconstruct and widen 4 to 5 lanes	CON		1,184	STU			498	CNTY	1,683			08/05/10		Non-exempt	15								
2011	KENT	KCRC	10 Mile Road	West of Woven to Childsdale	1.29	Widen - major (capacity increase)	Reconstruct and Widen 2 to 5 lanes	CON		1,597	EDCF			403	CNTY	2,000	104898		08/05/10		Non-exempt	15								
2011	KENT	KCRC	Lincoln Lake Ave SE	McPherson to 3 Mile	2.00	Resurface	Resurface	CON		508	ST			127	CNTY	635			08/05/10		Exempt	Add 10								
2011	KENT	KCRC	Forest Hill Avenue	NCL (Kentwood) to Cascade	0.35	Widen - major (capacity increase)	Reconstruct and widen 2 to 3 lanes	CON		479	EDCF			121	CNTY	600			08/05/10		Non-exempt	Add 10								
2011	KENT	MDOT	M-37	at Peach Ridge Avenue NW Quadrant		Roadside facility	Crack Sealing	CON		8	ST	2	M			10	90168		08/05/10		Exempt									
2011	KENT	MDOT	M-6	at M-37 and 60th Street NE Quadrant		Roadside facility	Crack Sealing	CON		9	ST	2	M			12	102915		08/05/10		Exempt									

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Required Fields																							Optional Fields								
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2011	KENT	MDOT	US-131	at Post Road NE Quadrant		Roadside facility	Resurface	CON		22	ST	5	M			27	102914		08/05/10		Exempt		27								
2011	KENT	MDOT	US-131	under Franklin, Burton and Hall Streets		Bridge replacement	Partial and Full Deck Replace	CON		3,041	NH	590	M	84	CITY	3,715	87155		08/05/10		Exempt		4,148								
2011	KENT	MDOT	I-96	under M-50		Bridge replacement	Bridge Replacement	PE		49	IM	5	M			55	106793		08/05/10		Exempt		4,327								
2011	KENT	MDOT	I-96	under M-50		Bridge replacement	Bridge Replacement	SUB		138	IM	15	M			153	106793		08/05/10		Exempt		4,327								
2011	KENT	MDOT	M-11	M-37 East to I-96 (Gap Patterson Ave)	2.335	Restore & rehabilitate	Mill, Jnts, Rsrfr, Conc Recon	ROW		41	NH	9	M			50	105714		08/05/10		Exempt		8,564								
2011	KENT	MDOT	Highway Safety Trunkline GPA	Regionwide		GPA	Highway Safety Trunkline	CON		84	ST	9	M			93			08/05/10		Exempt										
2011	OTTAWA	OCRC	8th Avenue	Port Sheldon Street to 44th Street	0.54	Reconstruct	Reconstruct and add center turn lane	CON		405	STU			170	CNTY	575	104933		08/05/10		Non-exempt	60/40	675								
2011	OTTAWA	OCRC	12th Avenue	Port Sheldon Street to Baldwin Street	1.28	Resurface	Resurface	CON		253	STU			107	CNTY	360	104931		08/05/10		Exempt	68/32	375								
2011	OTTAWA	OCRC	24th Avenue	Byron Road to Ottogan Street	3.005	Resurface	Resurface	CON		362	STU			153	CNTY	515	104926		08/05/10		Exempt	46/54	788								
2011	OTTAWA	OCRC	Taylor Street	96th Avenue to 72nd Avenue	3.1	Resurface	Resurface to 12' lane width (24' total)	CON		320	ST			655	CNTY	975			08/05/10		Exempt	Rural, Ottawa County. 33/67	975								
2012	KENT	City of Grand Rapids	Burton Street	Division Avenue to Eastern Avenue	0.95	Resurface	Resurface	CON		562	STU			268	CITY	830			08/05/10		Exempt	52/48	1,072								
2012	KENT	City of Grand Rapids	Burton Street	Eastern Avenue to Plymouth Avenue	1.22	Resurface	Resurface	CON		727	STU			348	CITY	1,075			08/05/10		Exempt	40/60	1,797								
2012	KENT	City of Grand Rapids	Plainfield Avenue	3 Mile Road to I-96	0.6	Resurface	Resurface	CON		541	STU			259	CITY	800			08/05/10		Exempt	41/59	1,306								
2012	KENT	City of Grand Rapids	Plainfield Avenue	Leonard Street to Ann Street	0.85	Resurface	Resurface	CON		491	STU			234	CITY	725			08/05/10		Exempt	52/48	936								
2012	KENT	City of Grand Rapids	Burton Street SW	At Conrail Railroad, City of Grand Rapids		Bridge restore & rehabilitate	Bridge Rehab	CON		2,269	BHT	425	M	142	CITY	2,836	105308		08/05/10		Exempt		2,836								
2012	KENT	City of Grandville	Rivertown Pkwy.	Wilson Avenue to Canal Avenue	0.44	Resurface	Resurface	CON		406	STU			194	CITY	600			08/05/10		Exempt	62/38	660								
2012	KENT	City of Wyoming	36th Street	Division Avenue to Eastern Avenue	1	Resurface	Resurface	CON		480	STU			230	CITY	710			08/05/10		Exempt	Add 40	994								
2012	KENT	City of Wyoming	54th Street	Clyde Park Avenue to Division Avenue	1	Resurface	Resurface	CON		528	STU			252	CITY	780			08/05/10		Exempt	Add 40	1,092								
2012	KENT	City of Wyoming	Clyde Park Avenue	28th Street (M-11) to 54th Street	3.25	Resurface	Resurface	CON		1,286	STU			614	CITY	1,900			08/05/10		Exempt	Add 40	2,660								
2012	KENT	GVMC	Planning Studies	Areawide		Studies		EPE		250	STU			63	OLF	313			08/05/10		Exempt										
2012	KENT	Hope Network, Inc.	Cutaway small bus	Rural Area		Transit vehicle additions/replacements	Purchase small cutaway bus	T-Cap		54	ST	14	CTF			68			08/05/10		Exempt	Rural									
2012	KENT	ITP	Paratransit Van	Rural Area		Transit vehicle additions/replacements	Purchase Paratransit Van	T-Cap		69	ST	17	CTF			86			08/05/10		Exempt	Rural									
2012	KENT	ITP	Paratransit Replacement (12)	Regionwide		Transit vehicle additions/replacements	Paratransit Replacement (12)	T-Cap		824	5307	206	CTF			1,030			08/05/10		Exempt										
2012	KENT	ITP	Paratransit Vehicles Expansion	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicles Expansion	T-Cap		137	5307	34	CTF			172			08/05/10		Exempt										
2012	KENT	ITP	Replacement 40' Buses	Regionwide		Transit vehicle additions/replacements	Replacement 40' Buses	T-Cap		923	5307	231	CTF			1,154			08/05/10		Exempt										
2012	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit facility	Associated Capital Maintenance Items	T-Cap		590	5307	148	CTF			738			08/05/10		Exempt										
2012	KENT	ITP	Preventive Maintenance	Regionwide		Miscellaneous	Preventive Maintenance	T-Cap		1,300	5307	325	CTF			1,625			08/05/10		Exempt										
2012	KENT	ITP	Bus Tire Lease	Regionwide		Transit facility	Bus Tire Lease	T-Cap		180	5307	45	CTF			225			08/05/10		Exempt										

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Required Fields																							Optional Fields									
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date		
2012	OTTAWA	City of Hudsonville	32nd Avenue	M-121 to Highland Drive	1.23	Resurface	Resurface	CON		363	STU			174	CITY	537			08/05/10		Exempt	10	591									
2012	OTTAWA	MDOT	M-6	at 8th Avenue NE Quadrant		Roadside facility	Crack Sealing	CON		10	ST	2	M			12	102918		08/05/10		Exempt		12									
2012	OTTAWA	OCRC	Bauer Road	56th Avenue to 24th Avenue	4	Resurface	Resurface	CON		866	STU			414	CNTY	1,280			08/05/10		Exempt	54/46	1,600									
2013	KENT	City of Grand Rapids	Leonard Street	Ball Avenue to Plymouth Avenue	0.25	Resurface	Resurface	CON		150	STU			70	CITY	220			08/05/10		Exempt	52/48	288									
2013	KENT	City of Grand Rapids	Leonard Street	I-96 EB Ramps to I-96 WB Ramps	0.2	Resurface	Resurface	CON		126	STU			59	CITY	185			08/05/10		Exempt	52/48	242									
2013	KENT	City of Grand Rapids	Leonard Street	I-96 WB Ramps to East Beltline	0.63	Resurface	Resurface	CON		388	STU			182	CITY	570			08/05/10		Exempt	52/48	746									
2013	KENT	City of Grand Rapids	Leonard Street	Maryland Avenue to I-96 EB Ramps	0.2	Resurface	Resurface	CON		122	STU			58	CITY	180			08/05/10		Exempt	52/48	236									
2013	KENT	City of Grand Rapids	Leonard Street	Plymouth Avenue to Maryland Avenue	0.74	Resurface	Resurface	CON		456	STU			214	CITY	670			08/05/10		Exempt	52/48	877									
2013	KENT	City of Grand Rapids	Monroe Avenue	Knapp Street to North Park Street	1.69	Resurface	Resurface	CON		919	STU			431	CITY	1,350			08/05/10		Exempt	53/47	1,739									
2013	KENT	City of Grand Rapids	ITS	Areawide		Miscellaneous	ITS Activities	EPE		110	EDCF			27	CITY	137			08/05/10		Exempt											
2013	KENT	City of Grand Rapids	6th Street NW	Over Grand River, City of Grand Rapids	0.065	Bridge - other	Preventative Maintenance	CON				1,658	MCS	87	CITY	1,746	108884		08/05/10		Exempt		1,746									
2013	KENT	City of Kentwood	Forest Hill Avenue	I-96 to Burton Street	0.55	Reconstruct	Reconstruct and add turn lanes and curb and gutter	CON	ACC	885	STU					885			08/05/10		Non-exempt	AC FY2011										
2013	KENT	City of Kentwood	Forest Hill Avenue	I-96 to North City Limit	1.47	Reconstruct	Reconstruct and add turn lanes and curb and gutter	CON	ACC	968	STU					968			08/05/10		Non-exempt	AC FY2011										
2013	KENT	City of Walker	Elmridge Drive	3 Mile Road to South City Limit	0.59	Reconstruct	Reconstruct	CON		748	STU			352	CITY	1,100			08/05/10		Exempt	20	1,320									
2013	KENT	City of Wyoming	Division Avenue	28th Street (M-11) to 36th Street	1	Resurface	Resurface	CON		578	STU			272	CITY	850			08/05/10		Exempt	40	1,190									
2013	KENT	City of Wyoming	Division Avenue	44th Street to 54th Street	1.25	Resurface	Resurface	CON		714	STU			336	CITY	1,050			08/05/10		Exempt	40	1,470									
2013	KENT	City of Wyoming	Ivanrest Avenue	North City Limit to 56th Street	1	Resurface	Resurface	CON		289	STU			136	CITY	425			08/05/10		Exempt	40	595									
2013	KENT	GVMC	Planning Studies	Areawide		Studies		EPE		150	STU			38	OLF	188			08/05/10		Exempt											
2013	KENT	ITP	Paratransit Replacement	Regionwide		Transit vehicle additions/replacements	Paratransit Replacement	T-Cap		2,001	5307	500	CTF			2,501			08/05/10		Exempt											
2013	KENT	ITP	Paratransit Vehicles Expansion	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicles Expansion	T-Cap		144	5307	36	CTF			180			08/05/10		Exempt											
2013	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit facility	Associated Capital Maintenance Items	T-Cap		692	5307	173	CTF			865			08/05/10		Exempt											
2013	KENT	ITP	Preventive Maintenance	Regionwide		Miscellaneous	Preventive Maintenance	T-Cap		1,300	5307	325	CTF			1,625			08/05/10		Exempt											
2013	KENT	ITP	Bus Tire Lease	Regionwide		Transit facility	Bus Tire Lease	T-Cap		180	5307	45	CTF			225			08/05/10		Exempt											
2013	KENT	ITP	A&E	Regionwide		Transit facility	Architecture and Engineering	T-Cap		40	5307	10	CTF			50			08/05/10		Exempt											
2013	KENT	ITP	Shop Equipment	Regionwide		Transit operations equipment	Shop Equipment	T-Cap		15	5307	4	CTF			19			08/05/10		Exempt											
2013	KENT	ITP	Facility Equipment	Regionwide		Transit facility	Facility Equipment	T-Cap		2,170	5307	543	CTF			2,713			08/05/10		Exempt											

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2013	KENT	ITP	Storage/Shelving Units	Regionwide		Transit operations equipment	Storage/Shelving Units	T-Cap		15	5307	4	CTF			19			08/05/10		Exempt											
2013	KENT	ITP	Office Furniture/Equipment	Regionwide		Transit operations equipment	Office Furniture/Equipment	T-Cap		40	5307	10	CTF			50			08/05/10		Exempt											
2013	KENT	ITP	Computer Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		58	5307	15	CTF			73			08/05/10		Exempt											
2013	KENT	ITP	Computer Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		40	5307	10	CTF			49			08/05/10		Exempt											
2013	KENT	ITP	Service Vehicles	Regionwide		Transit vehicle additions/replacements	Service Vehicles	T-Cap		70	5307	18	CTF			88			08/05/10		Exempt											
2013	KENT	ITP	Misc. Support Equipment	Regionwide		Transit operations equipment	Miscellaneous support equipment	T-Cap		44	5307	11	CTF			55			08/05/10		Exempt											
2013	KENT	ITP	Surveillance/Security Equipment	Regionwide		Transit operations equipment	Surveillance/Security Equipment	T-Cap		256	5307	64	CTF			320			08/05/10		Exempt											
2013	KENT	ITP	ADA Vehicle Equipment	Regionwide		Transit operations equipment	ADA Vehicle Equipment	T-Cap		200	5307	50	CTF			250			08/05/10		Exempt											
2013	KENT	ITP	Rehab Adm/Maint Facility	Regionwide		Transit facility	Rehabilitation Admin/Main Facility	T-Cap		340	5307	85	CTF			425			08/05/10		Exempt											
2013	KENT	ITP	Passenger Shelters	Regionwide		Transit facility	Passenger Shelters	T-Cap		100	5307	25	CTF			125			08/05/10		Exempt											
2013	KENT	ITP	Intelligent Transportation System	Regionwide		Miscellaneous	Intelligent Transportation System	T-Cap		1	5307	0	CTF			1			08/05/10		Exempt											
2013	KENT	ITP	Misc. Contingencies	Regionwide		Miscellaneous	Misc. Contingencies	T-Cap		80	5307	20	CTF			100			08/05/10		Exempt											
2013	KENT	ITP	Project Administration	Regionwide		Miscellaneous	Project Administration	T-Cap		80	5307	20	CTF			100			08/05/10		Exempt											
2013	KENT	ITP	Capital Costs of Contracting	Regionwide		Miscellaneous	Capital Costs of Contracting	T-Cap		560	5307	140	CTF			700			08/05/10		Exempt											
2013	KENT	ITP	Bus Stop Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		10	5307	3	CTF			13			08/05/10		Exempt											
2013	KENT	ITP	Information Displays	Regionwide		Transit facility	Information Displays	T-Cap		10	5307	3	CTF			13			08/05/10		Exempt											
2013	KENT	ITP	Planning Funds	Regionwide		Planning and research	Planning Funds	T-Cap		520	5307	140	CTF	140	TRAL	800			08/05/10		Exempt											
2013	KENT	ITP	Replacement Buses (5)	Regionwide		Transit vehicle additions/replacements	Replacement Buses (5)	T-Cap		1,616	5309	404	CTF			2,020			08/05/10		Exempt											
2013	KENT	KCRC	76th Street	Sierrafield Drive to Burlingame Avenue	0.31	Resurface	Resurface	CON		88	STU			42	CNTY	130			08/05/10		Exempt	10		143								
2013	KENT	KCRC	Kraft Avenue	52nd Street to 60th Street	1	Resurface	Resurface and Reconstruct	CON		442	STU			208	CNTY	650			08/05/10		Exempt	10		715								
2013	KENT	KCRC	Cascade Road	Timpson Avenue to Segwun Avenue	2.25	Resurface	Resurface	CON		575	ST			144	CNTY	719			08/05/10		Exempt	Rural. 10		791								
2013	KENT	KCRC	Northland Drive	Indian Lakes Road to South Street	1.2	Widen - major (capacity increase)	Reconstruct and widen 2 to 3 lanes	CON		1,600	EDCF			400	CNTY	2,000			08/05/10		Non-exempt	15		2,300								
2013	KENT	KCRC	Knapp Street	At Grand River Drive	0.1	Widen - major (capacity increase)	Add turn lanes at the intersection	CON		440	EDCF			110	CNTY	550			08/05/10		Non-exempt	10		605								
2013	KENT	KCRC	68th Street SE	Over Plaster Creek, Kent County		Bridge restore & rehabilitate	Bridge Rehabilitation	CON		432	BHT	81	M	27	CNTY	540	108885		08/05/10		Exempt			540								
2013	KENT	MDOT	M-11	At Clyde Park Avenue	0.105	Reconstruct	Intersection Reconstruction	CON		491	NH	95	M	14	CNTY	600	110036		08/05/10		Exempt			650								
2013	KENT	MDOT	M-11	At Ivanrest & Byron Center Avenues	0.143	Reconstruct	Intersection Reconstruction	CON		942	NH	196	M	13	CNTY	1,151	109765		08/05/10		Exempt			1,251								
2013	OTTAWA	City of Hudsonville	Highland Drive	32nd Avenue to Creek View Drive	0.63	Resurface	Resurface	CON		93	STU			43	CITY	136			08/05/10		Exempt	10		150								
2013	OTTAWA	OCRC	Baldwin Street	20th Avenue to Cottonwood Drive	2	Resurface	Resurface	CON		612	STU			288	CNTY	900			08/05/10		Exempt	64		950								
2013	OTTAWA	OCRC	Leonard Street	24th Avenue to Kenowa Avenue	3.4	Resurface	Resurface	CON		740	STU			348	CNTY	1,088			08/05/10		Exempt	69		1,075								

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2014	KENT	City of East Grand Rapids	Lakeside Drive	Greenwood Drive to Wealthy Street	0.36	Reconstruct	Reconstruct	CON		382	STU			164	CITY	545			08/05/10		Exempt	50	767								
2014	KENT	City of Grand Rapids	Ann Street	Alpine Avenue to Voorheis Avenue	0.1	Resurface	Rotomill/Resurface	CON		53	STU			23	CITY	75			08/05/10		Exempt	53/47	100								
2014	KENT	City of Grand Rapids	Buchanan Avenue	Alger Street to Burton Street	0.49	Resurface	Rotomill/Resurface	CON		219	STU			94	CITY	313			08/05/10		Exempt	55/45	400								
2014	KENT	City of Grand Rapids	Carlton Avenue	Lake Drive to Fulton Street	0.35	Resurface	Rotomill/Resurface	CON		151	STU			65	CITY	216			08/05/10		Exempt	56/44	270								
2014	KENT	City of Grand Rapids	Lake Drive	East Beltline to East City Limit	0.25	Resurface	Rotomill/Resurface	CON		109	STU			47	CITY	156			08/05/10		Exempt	52/48	210								
2014	KENT	City of Grand Rapids	Lake Michigan Drive	Garfield Avenue to US-131	1.06	Resurface	Rotomill/Resurface	CON		438	STU			188	CITY	625			08/05/10		Exempt	60/40	730								
2014	KENT	City of Grand Rapids	Richmond Street	Alpine Avenue to Scribner Avenue	0.58	Resurface	Rotomill/Resurface	CON		263	STU			113	CITY	375			08/05/10		Exempt	56/44	465								
2014	KENT	City of Grand Rapids	Turner Avenue	Ann Street to US-131 SB Ramps	0.27	Resurface	Rotomill/Resurface	CON		118	STU			50	CITY	168			08/05/10		Exempt	55/45	215								
2014	KENT	City of Grand Rapids	Wealthy Street	US-131 to Division Avenue	0.18	Reconstruct	Reconstruct	CON		788	STU			338	CITY	1,125			08/05/10		Exempt	30/70	2,650								
2014	KENT	City of Grandville	Canal Avenue	Chicago Drive to 44th Street	1.5	Resurface	Resurface	CON		525	STU			225	CITY	750			08/05/10		Exempt	64/36	825								
2014	KENT	City of Kentwood	Division Avenue	54th Street to 60th Street	0.75	Reconstruct	Reconstruct and BLVD.	CON	AC	150	STU			1,530	CITY	1,680			08/05/10		Non-exempt	ACC FY2015 \$1,071,335 Federal.									
2014	KENT	City of Kentwood	East Paris Avenue	44th Street to Barden Drive	0.66	Reconstruct	Reconstruct	CON		505	STU			217	CITY	722			08/05/10		Exempt										
2014	KENT	City of Kentwood	Forest Hill Avenue	I-96 to North City Limit	1.47	Reconstruct	Reconstruct	CON	ACC	461	STU					461			08/05/10		Exempt	AC FY2011									
2014	KENT	City of Walker	Remembrance Road	Leonard Street to Walker Village Drive	0.48	Resurface	2/3 resurface, 1/3 reconstruct	CON		595	STU			255	CITY	850			08/05/10		Exempt	20	1,020								
2014	KENT	City of Wyoming	44th Street	Stafford Avenue to Division Avenue	0.6	Reconstruct	Reconstruct	CON		1,470	STU			630	CITY	2,100			08/05/10		Exempt	40	2,940								
2014	KENT	GVMC	Planning Studies	Areawide		Studies		EPE		150	STU			38	OLF	188			08/05/10		Exempt										
2014	KENT	ITP	Paratransit Vehicles Expansion	Regionwide		Transit vehicle additions/replacements	Paratransit Vehicles Expansion	T-Cap		151	5307	38	CTF			189			08/05/10		Exempt										
2014	KENT	ITP	Replacement 40' Buses	Regionwide		Transit vehicle additions/replacements	Replacement 40' Buses	T-Cap		2,560	5307	640	CTF			3,200			08/05/10		Exempt										
2014	KENT	ITP	Associated Capital Maintenance Items	Regionwide		Transit facility	Associated Capital Maintenance Items	T-Cap		727	5307	182	CTF			908			08/05/10		Exempt										
2014	KENT	ITP	Preventive Maintenance	Regionwide		Miscellaneous	Preventive Maintenance	T-Cap		1,300	5307	325	CTF			1,625			08/05/10		Exempt										
2014	KENT	ITP	Bus Tire Lease	Regionwide		Transit facility	Bus Tire Lease	T-Cap		189	5307	47	CTF			236			08/05/10		Exempt										
2014	KENT	ITP	A&E	Regionwide		Transit facility	Architecture and Engineering	T-Cap		40	5307	10	CTF			50			08/05/10		Exempt										
2014	KENT	ITP	Shop Equipment	Regionwide		Transit operations equipment	Shop Equipment	T-Cap		20	5307	5	CTF			25			08/05/10		Exempt										
2014	KENT	ITP	Facility Equipment	Regionwide		Transit facility	Facility Equipment	T-Cap		2,279	5307	570	CTF			2,848			08/05/10		Exempt										
2014	KENT	ITP	Storage/Shelving Units	Regionwide		Transit operations equipment	Storage/Shelving Units	T-Cap		16	5307	4	CTF			20			08/05/10		Exempt										
2014	KENT	ITP	Office Furniture/Equipment	Regionwide		Transit operations equipment	Office Furniture/Equipment	T-Cap		40	5307	10	CTF			50			08/05/10		Exempt										

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2014	KENT	ITP	Computer Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		61	5307	15	CTF			76			08/05/10		Exempt												
2014	KENT	ITP	Computer Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		41	5307	10	CTF			52			08/05/10		Exempt												
2014	KENT	ITP	Service Vehicles	Regionwide		Transit vehicle additions/replacements	Service Vehicles	T-Cap		74	5307	18	CTF			92			08/05/10		Exempt												
2014	KENT	ITP	Misc. Support Equipment	Regionwide		Transit operations equipment	Miscellaneous support equipment	T-Cap		46	5307	12	CTF			58			08/05/10		Exempt												
2014	KENT	ITP	Surveillance/Security Equipment	Regionwide		Transit operations equipment	Surveillance/Security Equipment	T-Cap		76	5307	19	CTF			95			08/05/10		Exempt												
2014	KENT	ITP	ADA Vehicle Equipment	Regionwide		Transit operations equipment	ADA Vehicle Equipment	T-Cap		210	5307	53	CTF			263			08/05/10		Exempt												
2014	KENT	ITP	Rehab Adm/Maint Facility	Regionwide		Transit facility	Rehabilitation Admin/Main Facility	T-Cap		357	5307	89	CTF			446			08/05/10		Exempt												
2014	KENT	ITP	Passenger Shelters	Regionwide		Transit facility	Passenger Shelters	T-Cap		80	5307	20	CTF			100			08/05/10		Exempt												
2014	KENT	ITP	Intelligent Transportation System	Regionwide		Miscellaneous	Intelligent Transportation System	T-Cap		1	5307	0	CTF			1			08/05/10		Exempt												
2014	KENT	ITP	Misc. Contingencies	Regionwide		Miscellaneous	Misc. Contingencies	T-Cap		80	5307	20	CTF			100			08/05/10		Exempt												
2014	KENT	ITP	Project Administration	Regionwide		Miscellaneous	Project Administration	T-Cap		80	5307	20	CTF			100			08/05/10		Exempt												
2014	KENT	ITP	Capital Costs of Contracting	Regionwide		Miscellaneous	Capital Costs of Contracting	T-Cap		588	5307	147	CTF			735			08/05/10		Exempt												
2014	KENT	ITP	Bus Stop Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		10	5307	3	CTF			13			08/05/10		Exempt												
2014	KENT	ITP	Information Displays	Regionwide		Transit facility	Information Displays	T-Cap		10	5307	3	CTF			13			08/05/10		Exempt												
2014	KENT	ITP	Planning Funds	Regionwide		Planning and research	Planning Funds	T-Cap		546	5307	140	CTF	140	TRAL	826			08/05/10		Exempt												
2014	KENT	KCRC	28th Street	Kraft Avenue to I-96 Ramps	0.3	Resurface	Resurface	CON		280	STU			120	CNTY	400			08/05/10		Exempt	10							440				
2014	KENT	KCRC	68th Street	Clyde Park Avenue to Burlingame Avenue	1	Resurface	Resurface	CON		350	STU			150	CNTY	500			08/05/10		Exempt	10							550				
2014	KENT	KCRC	84th Street	Division Avenue to Kalamazoo Avenue	2	Resurface	Resurface	CON		560	STU			240	CNTY	800			08/05/10		Exempt	10							880				
2014	KENT	KCRC	East Paris Avenue	Cascade Road to Kentwood City Limit	0.5	Resurface	Resurface	CON		350	STU			150	CNTY	500			08/05/10		Exempt	10							550				
2014	KENT	KCRC	Cascade Road	Segwun Avenue to the County line	1.75	Resurface	Resurface and remove bridge	CON		574	ST			143	CNTY	717			08/05/10		Exempt	Rural. 10							789				
2014	KENT	KCRC	4 Mile Road	Walker Avenue to Old Orchard Drive	1.90	Widen - major (capacity increase)	Reconstruct and widen 2 to 3 lanes	CON		2,188	EDCF			547	CNTY	2,735	104907		08/05/10		Non-exempt	Former FY2011 STPU project. 15							3,146				
2014	KENT	MDOT	US-131	I-196 North to Ann Street	1.442	Miscellaneous	Replace Freeway Lighting	CON		819	NH	182	M			1,000	87397		08/05/10		Exempt								1,100				
2014	KENT	Village of Kent City	Ball Creek Road	Kent City northwest Village limit to Rusco Street	1.22	Resurface	Resurface	CON		20	ST			20	VLG	40			08/05/10		Exempt	Rural											
2014	OTTAWA	MDOT	Countywide	Grand River Watershed	0.01	Miscellaneous	Wetland Mitigation Bank Site	CON		400	ST	100	M			500	107961		08/05/10		Exempt								1,277				
2014	OTTAWA	OCRC	44th Street	8th Avenue to Kenowa Avenue	1	Resurface	Rotomill/Resurface	CON		456	STU			195	CNTY	651			08/05/10		Exempt	70							651				
2014	OTTAWA	OCRC	Bauer Road	24th Avenue to Cottonwood Drive	1.5	Resurface	Resurface	CON		370	STU			158	CNTY	528			08/05/10		Exempt	70							675				

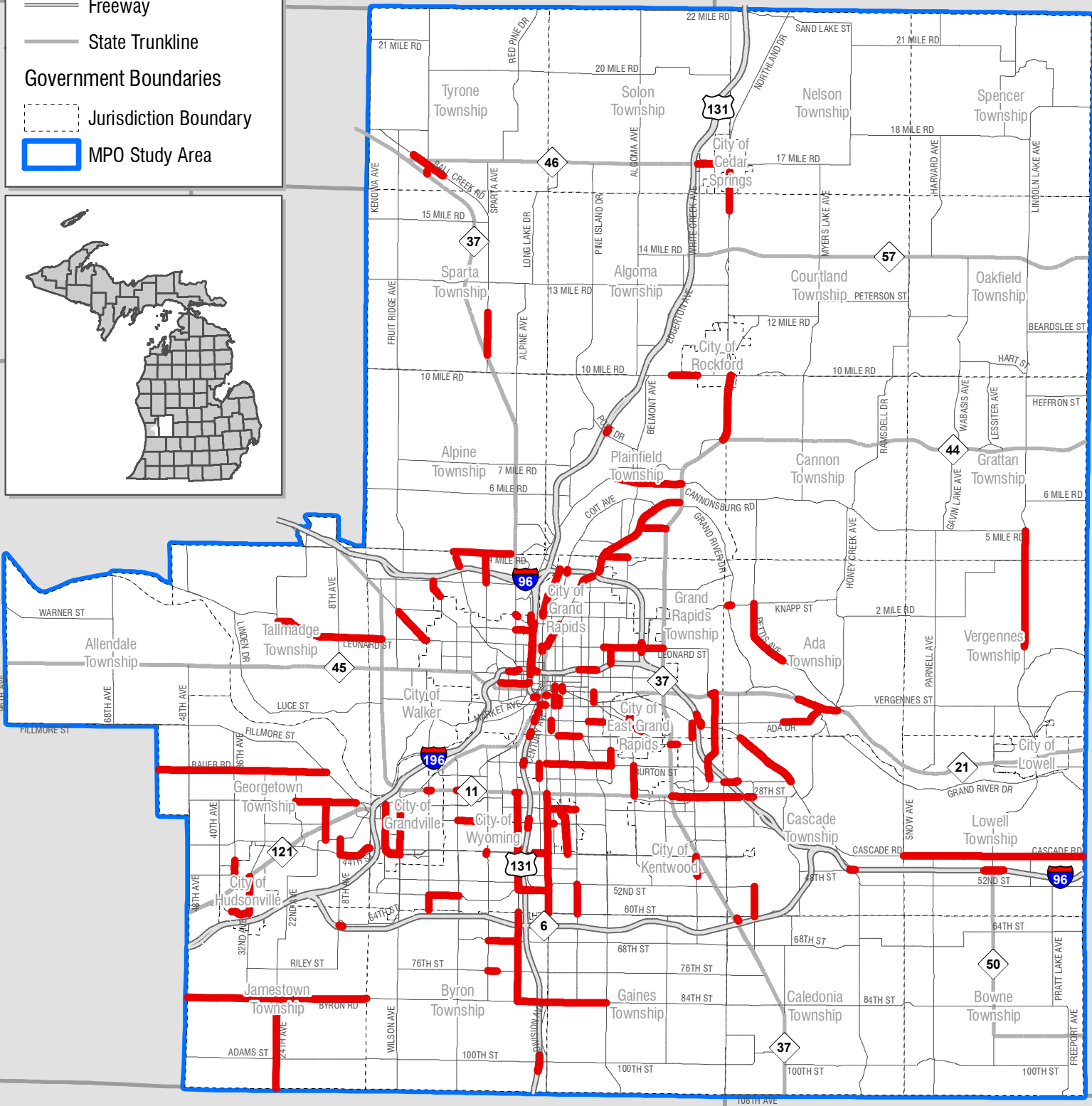
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Map 3 Fiscal Year 2011- 2014 Project Mapped

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

Transportation Improvement Program Projects 2011-2014

- TIP Projects
- Type of Street or Road
- Freeway
- State Trunkline
- Government Boundaries
- Jurisdiction Boundary
- MPO Study Area



FY 2009 TIP PROJECT STATUS

23 CFR 450.324(l)(2) states the TIP should list major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. Included in this section is all Federal, State and locally funded projects built or planned to be built in FY2009. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by jurisdiction.

After a review of all projects listed in FY2009 (of the FY2008-2011 TIP), it was determined based on MDOT, local jurisdictions and the transit agency that those projects are proceeding forward and will be built and open to traffic as it was originally planned by FY2009.

As this document is released during FY2010, the status of those projects is not provided. After FY2010 has ended, a separate list of projects obligated in FY 2010 will be added to this document.

Grand Rapids - FY 2009 Obligated Projects

11/5/09

Required Fields																				Optional Fields											
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	GPA / Line Item
2009	KENT	MDOT	US-131	under 32nd Street	0	Bridge Replacement	Railing Replacement	PE		3	NH	1	M	0	CITY	4	102806										02/10/09	4			EPE/PE/ROW
2009	KENT	MDOT	US-131, I-96 & I-196	31 Locations in Kent County	0.001	Miscellaneous	Integrate ITS Devices	PE		25	ST	5	M	0		30	105796									03/26/09	30			EPE/PE/ROW	
2009	KENT	MDOT	M-6	M-6: I-196 to I-96; I-96: M-11 to M-6	23.02	Miscellaneous	Deploy misc ITS technologies	PE		45	EBSL	0		0		45	105798									03/26/09	45	08/13/09		EPE/PE/ROW	
2009	KENT	MDOT	I-96	I-96 WB over Coopersville and Marne Railroad	0	Restore and Rehabilitate	Beam repair, Substr repair	PE		5	BHI	1	M	0		6	106273									06/02/09	6			EPE/PE/ROW	
2009	KENT	MDOT	M-21	over the GTW Railroad	0.087	Bridge Replacement	Superstructure Replacement	PE		22	ST	5	M	0		27	102973									08/12/09	27			EPE/PE/ROW	
2009	KENT	MDOT	I-96	under Whitneyville Road	0	Restore and Rehabilitate	Deep ovly, paint, substructure	PE		15	IM	2	M	0		16	106669									08/18/09	16			EPE/PE/ROW	
2009	KENT	MDOT	M-44 CONN	Airway St to M-44	1.529	Resurface	2 Course HMA Mill & Resurface	PE		164	EBSL	36	M	0		200	105715									08/20/09	200			EPE/PE/ROW	
2009	KENT	MDOT	US-131	I-196 North to Ann Street	1.442	Miscellaneous	Replace Freeway Lighting	PE		82	NH	18	M	0		100	87397									08/27/09	100			EPE/PE/ROW	
2009	KENT	Kent County	Hammond Avenue SE	At Schooley Drain, Kent County	0	Bridge Replacement	Bridge replacement	CON		584	BRO	110	M	37	CNTY	730	89210									01/29/09	259	04/03/09		Local Bridge	
2009	KENT	Kent County	Madison Avenue and Hall Street	Hall St. to Adams St., Jefferson Ave to Paris Ave	1.373	Roadside Facility	Streetscape	CON		929	ARE	0		2,050	CNTY	2,979	104177									07/15/09	2,982	08/20/09		Local Enhancement	
2009	KENT	Sparta	Division St. and Union St.	State St. and Division St. to Nash Creek	0	Roadside Facility	Streetscape	CON		377	STE	0		961	CITY	1,338	103421									12/15/08	1,387	02/06/09		Local Enhancement	
2009	KENT	Kent County	Kent Trails	Prairie Ave south to 84th St., Kent Co.	0	Roadside Facility	Non-motorized path	CON		440	STE	0		440	CNTY	881	105363									05/21/09	788	07/10/09		Local Enhancement	
2009	KENT	Kent County	Cherry St.	Cherry Street	0	Miscellaneous	Brick Street Rehabilitation	CON		417	STE	0		341	CNTY	759	81097									06/02/09	879	07/10/09		Local Enhancement	
2009	KENT	Kent County	13 Mile Road	13 Mile Road	0	Traffic Operations	Vertical curve modification	CON		200	STH	0		50	CNTY	250	105019									12/18/08	223	03/06/09		Local Highway Safety	
2009	KENT	Kent County	Lincoln Lake Avenue	Lincoln Lake Avenue	0	Traffic Operations	Vertical curve modification	CON		198	HRRR	0		73	CNTY	271	104468									01/27/09	211	04/03/09		Local Highway Safety	
2009	KENT	Kent County	Fruit Ridge Avenue	Fruit Ridge Avenue	0	Traffic Operations	Traffic signal upgrade.	CON		72	STH	0		18	CNTY	90	105021									02/24/09	75	05/01/09		Local Highway Safety	
2009	KENT	Kent County	Leonard Street	Leonard Street	0	Traffic Operations	Traffic and ped signal upgrade	CON		112	STH	0		28	CNTY	140	105022									07/21/09	129	10/02/09		Local Highway Safety	
2009	KENT	Wyoming	32nd Street	At Norfolk Southern Railway, City of Wyoming	0	Traffic Operations	Install gates	CON		105	STR	45	M	0		150	105398									12/15/08	150			Local Rail Safety	
2009	KENT	Kent County	Segwun Avenue	Eastern Railroad, Lowell Township	0	Traffic Operations	Relocate signals, install gates	CON		20	STR	9	M	28	CNTY	57	106499									04/23/09	58			Local Rail Safety	
2009	KENT	MDOT	US-131	under 32nd Street	0	Bridge Replacement	Railing Replacement	SUB		21	NH	4	M	1	CITY	26	102806									02/10/09	26			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	US-131	under Pine Island Drive, Post Road, 10 Mile Rd	1.682	Restore and Rehabilitate	Deep Overlay, Pin and Hangers	SUB		27	BHN	3	M	0		30	103034									03/11/09	30	06/05/09		Trunkline Bridge CPM CSM	
2009	KENT	MDOT	M-11	over Grand River	0.001	Bridge Other	Jt Rprs, Substr Repr, bms rprs	SUB		60	BHN	15	M	0		75	106145			08/07/08					09/19/08	03/26/09	75	08/06/09		Trunkline Bridge CPM CSM	
2009	KENT	MDOT	M-57	over White Pine Trail	0.001	Restore and Rehabilitate	Deep ovly, P/H, substructure, pt	SUB		13	MG	3	M	0		16	106144			03/18/09					04/06/09	04/29/09	16	07/10/09		Trunkline Bridge CPM CSM	
2009	KENT	MDOT	I-196	under 44th Street	0.001	Bridge Other	P&H repl, deck ptch, joints	SUB		4	BHI	1	M	0		6	106154			08/07/08					09/19/08	05/01/09	6			Trunkline Bridge CPM CSM	

Grand Rapids - FY 2009 Obligated Projects

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Required Fields																				Optional Fields												
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	GPA / Line Item	
2009	KENT	MDOT	I-96	I-96 WB over Coopersville and Marne Railroad	0	Restore and Rehabilitate	Beam repair, Substr repair	SUB		15	BHI	2	M	0		16	106273											05/28/09	16			Trunkline Bridge CPM CSM
2009	KENT	MDOT	I-96	I-96 EB over Coopersville and Marne Railroad	0	Bridge Other	Beam repairs, Substr patching	SUB		17	BHI	2	M	0		19	106371										05/28/09	19			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	I-96	7 Bridges, Kent County, Ionia County	0.373	Bridge Other	Deck ptch, jnt rpl, subst ptch	PE		1	BHI	0	M	0		1	106901										06/02/09	1			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	US-131	over the Rogue River	0	Bridge Other	Beam repair, scour protection	PE		2	BHN	0	M	0		2	106304										06/02/09	2			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	I-96	I-96 EB over Coopersville and Marne Railroad	0	Bridge Other	Beam repairs, Substr patching	PE		5	BHI	1	M	0		6	106371										06/02/09	6			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	US-131	over the Rogue River	0	Bridge Other	Beam repair, scour protection	SUB		72	BHN	18	M	0		90	106304										06/02/09	90			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	I-96	7 Bridges, Kent County, Ionia County	0.373	Bridge Other	Deck ptch, jnt rpl, subst ptch	SUB		171	BHI	19	M	0		190	106901										06/02/09	190			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	US-131	under 22 Mile Road	0.001	Bridge Other	Deck patch, ints, P/H	SUB		8	BHN	2	M	0		10	107254									06/18/09	10	09/03/09			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	US-131	under 12 Mile Road	1.922	Bridge Other	Deck patch, ints, P/H	SUB		9	BHN	2	M	0		11	107253									06/18/09	11	09/03/09			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	M-21	over the GTW Railroad	0.087	Bridge Replacement	Superstructure Replacement	SUB		137	ST	30	M	0		168	102973									08/12/09	168			Trunkline Bridge CPM CSM		
2009	KENT	MDOT	US-131	under 22 Mile Road	0.001	Bridge Other	Deck patch, ints, P/H	CON		523	BHN	131	M	0		654	107254									08/12/09	644	09/03/09			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	US-131	under 12 Mile Road	1.922	Bridge Other	Deck patch, ints, P/H	CON		622	BHN	156	M	0		778	107253									08/12/09	768	09/03/09			Trunkline Bridge CPM CSM	
2009	KENT	MDOT	I-96	I-96 EB and WB over M-11 (28th Street)	0	Restore and Rehabilitate	Deep Ovrvy, P/H, Subst repairs	SUB		30	IM	3	M	0		33	106264									08/18/09	33			Trunkline Bridge CPM CSM		
2009	KENT	MDOT	I-96	under Whitneyville Road	0	Restore and Rehabilitate	Deep ovly, paint, substr rprs	SUB		55	IM	6	M	0		61	106669									08/18/09	61			Trunkline Bridge CPM CSM		
2009	KENT	MDOT	I-96	I-96 EB and WB over M-11 (28th Street)	0	Restore and Rehabilitate	Deep Ovrvy, P/H, Subst repairs	PE		14	IM	2	M	0		16	106264									08/18/09	16			Trunkline Bridge CPM CSM		
2009	KENT	MDOT	I-96	Grand Rapids	2.4	Traffic Operations	Overhead Sign & Structures	PE		20	IMG	0		0		20	105748									03/12/09	20	06/05/09			Trunkline Highway Safety	
2009	KENT	MDOT	I-96	Grand Rapids	2.4	Traffic Operations	Overhead Sign & Structures	CON		240	IMG	0		0		240	105748									04/21/09	231	06/05/09			Trunkline Highway Safety	
2009	KENT	MDOT	US-131 SB	At the WB I-196 ramp	0	Traffic Operations	Replace Attenuator	CON		36	STG	3	M	0		39	105494									06/15/09	39			Trunkline Highway Safety		
2009	KENT	MDOT	US-131BR	PLAINFIELD / DIVISION	0	Traffic Operations	Signal Modernization with JN 8	CON		86	STG	10	M	0		95	107761									08/18/09	89			Trunkline Highway Safety		
2009	KENT	MDOT	M-11	At Warrington St	0	Traffic Operations	Modify to Right In Right Out	CON		90	STH	10	M	0		100	90094									08/31/09	79	10/02/09			Trunkline Highway Safety	
2009	KENT	MDOT	US-131 BR	at Grand Rapids Eastern RR (G03)	0	Traffic Operations	Crossing resurface	CON		200	STR			0		200	81338									07/22/09	195			Trunkline Rail Crossings		
2009	KENT	MDOT	US-131 BR	at Grand Rapids Eastern RR (G03)	0	Traffic Operations	Pavement removal & reconstruct	CON		108	STR	12	M	0		120	81336									08/20/09	120			Trunkline Rail Crossings		
2009	KENT	MDOT	M-6	East Paris Avenue east to The Grand Trunk Railroad	9.431	Resurface	Coldmill and HMA Resurface	CON		1,738	NH	385	M	0		2,124	102983									12/30/08	2,124	03/06/09			Trunkline Road CPM	
2009	KENT	Kentwood	Kalamazoo Street	at 52nd Street Intersection	0	Miscellaneous	dedicated turn lanes/signal	CON		400	CM	0		100	CITY	500	102424			12/06/07						01/31/08	12/18/08	478	03/06/09			
2009	KENT	Kentwood	Kalamazoo Avenue	52nd Street to 44th Street	0.75	Reconstruct	Reconstruct	CON		2,118	STU	0		1,906	CITY	4,024	104884			07/09/08						02/28/08	12/18/08	3,347	03/06/09			
2009	KENT	Walker	Center Drive	at M-37 Alpine Avenue	0	Miscellaneous	dedicated turning lanes	CON		60	CM	0		22	CITY	82	102428			12/06/07						01/31/08	01/29/09	68	04/03/09			
2009	KENT	Cedar Springs	Main Street	South Street to Muskegon Street	0.23	Reconstruct	Reconstruct	CON		244	STU	0		221	CITY	465	104886			07/09/08						01/31/08	02/04/09	416	04/03/09			
2009	KENT	MDOT	M-57	at US-131 SW Quadrant	0	Roadside Facility	Resurface with Minor Widening	CON		52	ST	11	M	0		63	87478									03/03/09	65	03/06/09				

Grand Rapids - FY 2009 Obligated Projects

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2009	KENT	MDOT	I-96 EB	off-ramp to M-21 westbound	0	Traffic Operations	Add right turn lane at ramp	CON		936	CM	234	M	0		1,170	100615		12/06/07			unable to obligate the full amounts of the B and A phases. there is funding from 2008 that is not really there. \$220k was never obligated from the 08 grant, so it is in carry over and the obligation authority needed to obligate the B and A phase in this job is not there. Messages to Finance and to the Region to help resolve the funding shortage have been left on 1/26/09 STIP switched have been turned off to protect the project from obligating until the funding issues are worked out 1/26/09			02/28/08		03/06/09	981	04/03/09			
2009	KENT	Lowell	Gee Drive	Cherry Creek Elementary School, City of Lowell	0	Roadside Facility	Bike/ped safety improvements	CON		288	SRSI	0		0		288	104969		02/05/09	AD					03/20/09		04/02/09	226	06/05/09			
2009	KENT	Kent County	Vergennes St.	at Pettis Avenue	0	Miscellaneous	Dedicated Left Turn Lanes	CON		85	CM	0		22	CNTY	107	106104		03/05/09	AD		because the project is in a very low speed range, the VOC benefits are very large for the improvement			04/06/09		04/16/09	95	06/05/09			
2009	KENT	Wyoming	Prairie Parkway	From Byron Center to Burlingame Avenue, Wyoming	1	Resurface	Resurface	CON		537	ARU	0		0		537	106382		03/18/09	AD					04/06/09		04/16/09	461	06/05/09			
2009	KENT	Wyoming	Burlingame Avenue	From 52nd Street to 36th Street, Wyoming	2.03	Resurface	Resurface	CON		1,006	ARU	0		0		1,006	106374		03/18/09	AD					04/06/09		04/16/09	943	06/05/09			
2009	KENT	Walker	Veteran's Memorial Drive	From Riverbend Drive to Maynard Avenue, Walker	0.499	Resurface	Resurface	CON		122	ARU	0		0		122	106373		03/18/09	AD					04/06/09		04/17/09	109	06/05/09			
2009	KENT	Walker	Three Mile Road	From I-96 east bound ramp to Alpine Avenue, Walker	0.13	Restore and Rehabilitate	Repair/resurface	CON		280	ARU	0		0		280	106372		03/18/09	AD					04/06/09		04/17/09	278	06/05/09			
2009	KENT	Kent County	5 Mile Road	From Gavin Lake to Lincoln Lake	2.75	Resurface	Resurface	CON		761	ARU	0		0		761	104904		04/07/09	YR					04/07/09		04/22/09	677	07/10/09			
2009	KENT	Grandville	Potomac Avenue	From 44th Street to Century Center, Grandville	0.224	Resurface	Resurface	CON		75	ARU	0		7	CITY	82	106257		03/18/09	AD					04/06/09		04/23/09	75	06/25/09			
2009	KENT	Grandville	Kenowa Avenue	South City Limits to Stonehenge Drive, Grandvill	0.17	Resurface	Resurface	CON		77	ARU	0		8	CITY	84	106232		03/18/09	AD					04/06/09		04/23/09	92	06/25/09			
2009	KENT	Grandville	44th Street	From Potomac Avenue to Rivertown Parkway	0.373	Resurface	Resurface	CON		80	ARU	0		8	CITY	87	106227		03/18/09	AD					04/06/09		04/23/09	94	06/25/09			
2009	KENT	Grand Rapids	Leonard Street	From Nixon Street to Collingdale Avenue	0.52	Reconstruct	Reconstruct	CON		1,460	ARU	0		443	CITY	1,903	104915		03/18/09	YR		Phase 4			01/06/09		04/23/09	1,637	06/05/09			
2009	KENT	MDOT	US-131	under Pine Island Drive, Post Road, 10 Mile Rd	1.682	Restore and Rehabilitate	Deep Overlay, Pin and Hangers	CON		3,037	AR1	0		0		3,037	103034		03/18/09					04/06/09		04/23/09	1,741	06/05/09				
2009	KENT	Grandville	44th Street	From Kenowa Avenue to I-196 Ramp, Grandville	0.114	Resurface	Resurface	CON		80	ARU	0		38	CITY	118	106261		03/18/09	AD					04/06/09		04/24/09	137	06/25/09			
2009	KENT	MDOT	I-196	M-45 East to Monroe Avenue	2.014	Miscellaneous	Replace Freeway Lighting	CON		1,855	IM	206	M	0		2,061	90110		10/13/08	AD				11/14/08		04/28/09	736	06/05/09				

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2009	KENT	East Grand Rapids	Lake Drive	From west city limits to Plymouth Road	0.321	Reconstruct	Reconstruct	CON		332	ARU	0		229	CITY	561	106399		03/18/09	AD					04/06/09		05/01/09	517	06/25/09		
2009	KENT	Kent County	84th Street	From Cherry Valley Avenue to Whitneyville Avenue	2.508	Resurface	Resurface	CON		670	ARU	0		0		670	106263		03/18/09	AD					04/06/09		05/05/09	672	06/25/09		
2009	KENT	Kent County	Patterson Avenue	From 44th Street to M-37	1.596	Resurface	Resurface	CON		1,100	ARU	0		0		1,100	106269		03/18/09	AD					04/06/09		05/05/09	1,140	07/10/09		
2009	KENT	Grand Rapids	Bretton Avenue	From North City Limits to Burton Street	0.25	Reconstruct	Reconstruct	CON		300	ARU	0		475	CITY	775	104913		03/18/09	YR					04/06/09		05/21/09	675	07/10/09		
2009	KENT	MDOT	Jackson Street	Detour Route Improvements for JN 78623	0	Resurface	Coldmill and HMA Resurface	CON		82	ST	18	M	92	CITY	192	106515										05/26/09	209	06/25/09		
2009	KENT	MDOT	M-57	over White Pine Trail	0.001	Restore and Rehabilitate	Deep ovly, P/H, substr rep, pt	CON		665	AR1	0		0		665	106144		03/18/09			Each ARRA funded phase must be certified by the governor and posted on the US DOT's website before the STIP fields can be cleared.			04/06/09		05/28/09	532	07/10/09		
2009	KENT	Grandville	Ivanrest Avenue	South City Limits to Rivertown Parkway	0.42	Resurface	Resurface	CON		170	STU	0		55	CITY	225	106249		07/09/07	AD					02/28/08		06/09/09	213	08/06/09		
2009	KENT	MDOT	M-6	M-6: I-196 to I-96; I-96: M-11 to M-6	23.02	Miscellaneous	Deploy misc ITS technologies	CON		1,355	AR1	0		0		1,355	105798		03/18/09	AD					04/06/09		06/15/09	823	08/13/09		
2009	KENT	Hope Network, Inc.	Rural Kent County	Areawide	0.001	Transit	Purchase Van	CON		44	STL	11	M	0		55	107171									06/23/09	55				
2009	KENT	Kent County	Areawide	Areawide	0	Miscellaneous	fare subsidy	CON		88	CM	0		22	CNTY	110	102418		12/06/07						01/31/08	06/23/09	88				
2009	KENT	Kent County	Regionwide	Regionwide	0	Miscellaneous	Rideshare Program	CON		147	CMG	0		0		147	102422		12/06/07	AD					01/31/08	06/23/09	147				
2009	KENT	Kent County	Regionwide	Regionwide	0	Miscellaneous	vanpool	CON		162	CM	0		41	CNTY	203	102421		12/06/07	AD					01/31/08	06/23/09	203				
2009	KENT	MDOT	US-131, I-96 & I-196	31 Locations in Kent County	0.001	Miscellaneous	Integrate ITS Devices	CON		280	AR1	0		0		280	105796		03/18/09						04/06/09		06/23/09	280			
2009	KENT	Kent County	Areawide	Areawide	0	Miscellaneous	bus replacement	CON		312	CM	0		78	CNTY	390	102419		12/06/07						01/31/08	06/23/09	390				
2009	KENT	MDOT	M-11	over Grand River	0.001	Bridge Other	Jt Rprs, Substr Repr, bm rprs	CON		1,200	AR1	0		0		1,200	106145		03/18/09						04/06/09		06/23/09	811	08/06/09		
2009	KENT	Kent County	Areawide	Areawide	0	Miscellaneous	camera detection	CON		180	CM	0		45	CNTY	225	102426		12/06/07						01/31/08	07/29/09	225	10/02/09			
2009	KENT	Kent County	Areawide	Areawide	0	Miscellaneous	TOC Operations	CON		292	CM	0		73	CNTY	365	102429		12/06/07						01/31/08	07/29/09	367				
2009	KENT	MDOT	I-196	the Grand River East to Fuller Avenue	1.977	Miscellaneous	Replace Freeway Lighting	CON		2,325	AR	0		0		2,325	87457		03/18/09						04/06/09		08/18/09	651	09/18/09		
2009	KENT	MDOT	I-196	EB and WB over Lafayette Avenue	0.001	Roadside Facility	Bridge Replacement	CON		4,420	AR	0		0		4,420	51884		03/18/09						04/06/09		08/18/09	2,588	09/18/09		
2009	KENT	MDOT	I-196	EB and WB over Lafayette Avenue	0.001	Roadside Facility	Bridge Replacement	CON		4,420	ARU	0		0		4,420	51884		03/18/09						04/06/09		08/18/09	2,588	09/18/09		
2009	KENT	MDOT	I-196	under Coit Avenue	0.001	Bridge Replacement	Bridge Replacement	CON		4,600	AR	0		0		4,600	51883		03/18/09						04/06/09		08/18/09	2,611	09/18/09		
2009	KENT	MDOT	I-196	The Grand River East to Fuller Avenue	3.837	Widen Major	Reconstruct & Widen	CON		29,700	AR	0		0		29,700	75547		03/18/09						04/06/09		08/18/09	33,852	09/18/09		
2009	KENT	MDOT	US-131	at 10 Mile Road SW Quadrant	0	Roadside Facility	Crack Sealing	CON				2	M	0		2	90169		12/04/08	AD					12/18/08		08/25/09	2	10/02/09		
2009	KENT	MDOT	M-44	at 7 Mile Road NE Quadrant	0	Roadside Facility	Resurface	CON		23	ST	5	M	0		28	90167		12/04/08	AD					12/18/09		08/27/09	31	10/02/09		
2009	KENT	MDOT	US-131	at West River Drive NE Quadrant	0	Roadside Facility	Resurface	CON		33	EBSL	7	M	0		40	90165		12/04/08	AD					12/18/09		08/27/09	41	10/02/09		
2009	KENT	Kent City	South Main Street	From Ball Creek Road to M-46/17 Mile Road	0.161	Resurface	Resurface	CON		70	ARL	0		40	CITY	110	107174		05/07/09	AD					05/20/09		09/01/09	110			
2009	KENT	Grand Rapids	Citywide	Citywide	0	Miscellaneous	signal optimization	CON		35	CM	0		9	CITY	43	102425		12/06/07						01/31/08		09/09/09	43			
2009	KENT	Kent County	Leonard Street	From M-44 to Crahen	1.494	Resurface	Resurface	CON		485	ARU	0		0		485	106268		03/18/09	AD					04/06/09		09/09/09	518			
2009	KENT	Kent County	Pettis Avenue	Pettis Ave	0	Miscellaneous	Dual Left Turn Lanes	CON		306	CM	0		77	CNTY	383	107232					CMAq Grant #08131				09/16/09	469				
2009	KENT	Grand Rapids	Regionwide	Regionwide	0	Miscellaneous	TOC operating assistance	CON		308	CM	0		77	CITY	385	108253										09/17/09	385			

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Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	GPA / Line Item	
2009	KENT	Grand Rapids	Lake Drive	From Cherry Street to Fuller Avenue, Grand Rapids	0.212	Resurface	Rotomill/resurface	CON		230	ARU	0		0		230	106403		03/18/09	AD					04/06/09		09/21/09	275				
2009	KENT	MDOT	M-57	Morgan Mills Ave to Kent E Co Ln	0.926	Traffic Operations	Add Dedicated Center Lt Tm Ln	PE		160	CM	40	M	0		200	51942									11/07/08	200					
2009	KENT	Grand Valley Metropolitan Council	Congestion Management System	MPO areawide	0.1	Miscellaneous	Congestion Management System	EPE		123	STU	0		27	CITY	151	105268		07/09/08						04/16/08		11/12/08	151				
2009	KENT	Grand Valley Metropolitan Council	MPO GIS System	MPO areawide	0.1	Miscellaneous	MPO GIS System	EPE		175	STU	0		39	CITY	213	105267		07/09/07						04/16/08		11/12/08	213				
2009	KENT	Grand Valley Metropolitan Council	Pavement Management System	MPO areawide	0.1	Miscellaneous	Pavement Management System	EPE		319	STU	0		71	CITY	389	105269		07/08/07						06/11/08		11/12/08	389				
2009	KENT	Grand Rapids	Regionwide	Regionwide	0	Miscellaneous	Ozone Action Program	EPE		75	CM	0		19	CITY	94	102423		12/06/07						04/16/08		11/14/08	94				
2009	KENT	Walker	West MI Reg Trail Network Conn	Musketawa Trail to White Pine Trail	0	Roadside Facility	Non-motorized path connector	PE		40	HPSL	0		10	CITY	51	105117		12/04/08						12/18/08		12/30/08	51				
2009	KENT	MDOT	I-96 EB	off-ramp to M-21 westbound	0	Traffic Operations	Add right turn lane at ramp	ROW		40	CM	10	M	0		50	100615		12/06/07			unable to obligate the full amounts of the B and A phases. there is funding from 2008 that is not really there. \$220k was never obligated from the 08 grant, so it is in carry over and the obligation authority needed to obligate the B and A phase in this job is not there. Messages to Finance and to the Region to help resolve the funding shortage have been left on 1/26/09 STIP switched have been turned off to protect the project from obligating until the funding issues are worked out 1/26/09			02/28/08		02/12/09	50	04/03/09			
2009	KENT	Grand Rapids	Citywide	Citywide	0	Miscellaneous	signal optimization	PE		285	CM	0		71	CITY	357	102425		12/06/07						01/31/08		07/09/09	357				
2009	KENT	MDOT	M-21	over the Grand River	0	Bridge Replacement	Bridge Replacement	UTL		10	BRT	2	M	0		12	79083									08/20/09	12					
2009	KENT	MDOT	M-44 CONN	I-96 to Airway St	2.656	Resurface	Mill, Det 8's, Two Crse Resurf	PE		325	EBSL	72	M	0		397	105712		09/03/09	AD					09/15/09		09/16/09	397				
2009	KENT	MDOT	M-11	M-37 East to I-96 (Gap Patterson Ave)	2.335	Restore and Rehabilitate	Mill, Jnts, Rsrfr; Conc Recon	PE		573	NH	127	M	0		700	105714		09/03/09	AD					09/15/09		09/16/09	700				
2009	KENT	MDOT	Countywide	Countywide	0	Traffic Operations	2009 ITS Maintenance	EPE		484	CM	121	M	0		605	108242					see JN 107924 The maintenance is separated into three contracts for finance purposes. Emissions reported under 107924					09/21/09	605				
2009	KENT	Grand Rapids	Oxford St	ALONG OXFRD,BTRWRTJ&PK	3.2	Roadside Facility	RENOVTN	CON		1,198	STE	0		300	CITY	1,498	50958		02/05/09	AD					03/20/09		03/26/09	1,499				
2009	KENT	Kent County	Segwun Avenue	Segwun Avenue	0	Traffic Operations	Add center left turn lanes	CON		148	STH	0		84	CNTY	232	105017									05/05/09	232	06/25/09				

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2009	KENT	MDOT	TSC Wide	Grand Rapids TSC	0	Miscellaneous	Road Scoping FY 2009	EPE		0		76	M	0		76	104943											10/16/08	76			Program Development Scoping
2009	KENT	Interurban Transit Partnership (RAPID)	Areawide	Kent County	0.1	Transit	Additional Van	CON		38	STL	9	M	0		47	107186		07/08/07	AD					01/31/08		06/23/09	47			RTF	
2009	OTTAWA	MDOT	Countywide	Grand River Watershed	0.01	Miscellaneous	Wetland Mitigation Bank Site	PE		115	EBSL	25	M	0		140	107961									08/27/09	140			EPE/PE/ROW		
2009	OTTAWA	Ottawa County	24th Avenue	24th Avenue	0	Traffic Operations	Intersection realignment	CON		318	STH	0		80	CNTY	398	105051									05/15/09	346	07/10/09		Local Highway Safety		
2009	OTTAWA	MDOT	I-96	Over M-11 WB	0.001	Bridge Other	P/H, substructure rprs, z-pnt	SUB		5	BHI	1	M	0		6	106156		08/07/08						09/19/08		05/01/09	6			Trunkline Bridge CPM CSM	
2009	OTTAWA	MDOT	M-121	City of Hudsonville, 32nd and 36th Avenue	0	Traffic Operations	RR Force Account Work	CON		0		30	MRR	0		30	108276									09/25/09	30			Trunkline Rail Crossings		
2009	OTTAWA	MDOT	I-196 WB	32nd Avenue east to Kenowa Avenue	4.492	Resurface	Mill, Joints & HMA Resurface	CON		818	IM	91	M	0		909	105483		04/02/09	CO				05/05/09		06/09/09	783	07/10/09		Trunkline Road CPM		
2009	OTTAWA	Ottawa County	48th Avenue	From Chicago Drive to Bauer Road	4.672	Resurface	Resurface and shoulder	CON		1,450	ARU	0		332	CNTY	1,782	106271		03/18/09	AD				04/06/09		04/17/09	1,287	06/05/09				
2009	OTTAWA	MDOT	I-96	Over M-11 WB	0.001	Bridge Other	P/H, substructure rprs, z-pnt	CON		530	AR	0		0		530	106156		04/22/09	AD				05/05/09		09/17/09	297				A phase is on ARRA B List and cannot be obligated until approved by Denise Jackson. D phase was changed to non-ARRA funds so phase can proceed. - ABL A phase certified 5/11/09 and approved for ARRA funding on 9/8/09. Change Request Seq.#5, when approved, changes the FIN SYS to ARRA and the let date to 11/6/09. The let date requires a TIP admin. modification to change the year from FY09 to FY10 (if not obligated in FY09). - ABL 9/14/09	

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2009	State Wide	MDOT	TSC Wide	TSC Wide	0	Miscellaneous	PE For Consultant Services	PE		74	ST	16	M	0		90	106012										04/16/09	90			EPE/PE/ROW
2009	State Wide	MDOT	Region Wide	Emergency Incident Route Signs for M-6 and I-96	0	Traffic Operations	Emergency Incident Route Signs	PE		6	STG	0		0		6	107923									08/26/09	6			Trunkline Highway Safety	
2009	State Wide	MDOT	Region Wide	Emergency Incident Route Signs for M-6 and I-96	0	Traffic Operations	Emergency Incident Route Signs	CON		94	STG	0		0		94	107923								09/16/09	94			Trunkline Highway Safety		
2009	State Wide	MDOT	TSC Wide	TSC Wide	0	Miscellaneous	PE For Consultant Services	PE		37	EBSL	8	M	0		45	106102								08/26/09	45			Trunkline Road CPM		
2009	State Wide	MDOT	Area Wide	Grand Rapids Metropolitan Area	0	Miscellaneous	Deploy misc ITS technologies	CON		8,864	HPSL	1,795	M	171	CITY	10,830	100492		06/05/08					07/15/08		12/18/08	8,423	02/06/09			
2009	State Wide	MDOT	Area Wide	Kent and Ottawa Counties	0	Miscellaneous	ITS Infrastructure Maintenance	CON		100	CM	25	M	0		125	103327								05/05/09	125					
2009	State Wide	MDOT	Area Wide	Kent and Ottawa Counties	0	Miscellaneous	ITS Operations	CON		80	CM	20	M	0		100	103331								05/06/09	100					
2009	State Wide	MDOT	Area Wide	Kent and Ottawa Counties	0	Miscellaneous	ITS Control Room Operations	CON		280	CM	70	M	0		350	100741								05/06/09	350					
2009	State Wide	MDOT	Regionwide	Regionwide	0	Traffic Operations	WMTMC Ops 2009	EPE		320	CM	80	M	0		400	108243									09/21/09	400				
2009	State Wide	MDOT	Areawide	Numerous locations in West Michigan	0.001	Miscellaneous	Install Dynamic Message Signs	PE		164	ST	36	M	0		200	105799		05/12/09	AD					05/12/09	05/13/09	200				
2009	State Wide	Grand Valley Metropolitan Council	Areawide	Grand Rapids Urbanized Area	0	Miscellaneous	Planning	EPE		804	PL	0		178	CITY	982	108102									09/17/09	982			Metro Planning	
2009	Kent	ITP	Expand/Renovate	Regionwide		Transit facility	Wealthy Expansion Renovation	T-Cap		4,358	5307	1,089	CTF			5,447			5/7/09		Exempt				5/20/09	8/31/09					
2009	Kent	ITP	Replacement Vehicles	Regionwide		Transit vehicle replacement	Replace Buses (21)	T-Cap		5,578	5309	1,394	CTF			6,972			5/7/09		Exempt				5/20/09	09/18/09					
2009	Kent	ITP	ITS	Regionwide		Miscellaneous	Intelligent Transportation Sys.	T-Cap		2,745	5309	686	CTF			3,431			5/7/09		Exempt				5/20/09	Abandoned					
2009	Kent	ITP	Replacement Vehicles	Regionwide		Transit vehicle replacement	Paratransit Vehicles (13)	T-Cap		769	5307	192	CTF			961			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Expand Vehicles	Regionwide		Transit vehicle additions	Paratransit Vehicles (2)	T-Cap		117	5307	29	CTF			147			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Cap. Mainten.	Regionwide		Transit facility	Associated Capital Maintenance Items	T-Cap		668	5307	167	CTF			835			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Prev. Mainten.	Regionwide		Miscellaneous	Preventive Maintenance	T-Cap		4	5307	1	CTF			5			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Bus Tire Lease	Regionwide		Transit facility	Bus Tire Lease	T-Cap		101	5307	25	CTF			126			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Rehab Adm/Main	Regionwide		Transit facility	Rehabilitation Admin/Main Facility	T-Cap		2	5307	0	CTF			2			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Project Admin.	Regionwide		Miscellaneous	Project Administration	T-Cap		80	5307	20	CTF			100			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Pass. Shelters	Regionwide		Transit facility	Passenger Shelters	T-Cap		160	5307	40	CTF			200			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Signs	Regionwide		Transit facility	Bus Stop Signs	T-Cap		8	5307	2	CTF			10			4/2/09		Exempt	This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Planning	Regionwide		Planning and research	Planning Funds	T-Cap		413	5307	52	CTF	52	TRAL	516			4/2/09		Exempt	Local Funds from ITP. This change was previously omitted in error.			5/20/09	8/31/09					
2009	Kent	ITP	Division Avenue Bus Rapid Transit project	Transit Terminal to 60th Street	10	Transit facility	New Bus Rapid Transit route	T-Cap		1,628	5309	407	CTF			2,035			12/4/08		Exempt				12/18/08	9/18/09					

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2009	Kent	ITP	Free Fare on OA Days	Areawide		Transit operations	Free Fares on Ozone Action Days	T-Ops		88	CM	22	CTF			110	102418		12/6/07		Exempt				1/31/08		9/8/09				
2009	Kent	ITP	Replacement Vehicle	Areawide		Transit vehicle replacement	Replace 1 40' bus with Clean Diesel Bus	T-Cap		312	CM	78	CTF			390	102419		12/6/07		Exempt				1/31/08		9/8/09				
2009	Kent	ITP	Security Equip.	Regionwide		Transit operations equipment	Surveillance/Security Equipment	T-Cap		132	5307	33	CTF			165			7/9/07		Exempt				4/16/08		8/31/09				
2009	Kent	ITP	JARC	Regionwide		Transit operations	Job Access/Reverse Commute	T-Ops		218	5316	218	CTF			437			7/9/07		Exempt	JARC			1/31/08		7/20/09				
2009	Kent	ITP	Service Vehicles	Regionwide		Transit vehicle additions	Service Vehicles	T-Cap		60	5307	15	CTF			75			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	A & E	Regionwide		Transit facility	Architecture and Engineering	T-Cap		188	5307	47	CTF			235			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Shop Equip.	Regionwide		Transit operations equipment	Shop Equipment	T-Cap		54	5307	14	CTF			68			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Office Fur/Equip	Regionwide		Transit operations equipment	Office Furniture/Equipment	T-Cap		12	5307	3	CTF			15			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Fac. Equip.	Regionwide		Transit facility	Facility Equipment	T-Cap		100	5307	25	CTF			125			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Comp. Hardware	Regionwide		Transit operations equipment	Computer Hardware	T-Cap		46	5307	12	CTF			58			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Comp. Software	Regionwide		Transit operations equipment	Computer Software	T-Cap		28	5307	7	CTF			35			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Misc. Equip.	Regionwide		Transit operations equipment	Miscellaneous Support Equipment	T-Cap		44	5307	11	CTF			55			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	ADA Veh. Equip.	Regionwide		Transit operations equipment	ADA Vehicle Equipment	T-Cap		164	5307	18	CTF			182			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Storage	Regionwide		Transit operations equipment	Storage/Shelving Units	T-Cap		20	5307	5	CTF			25			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	ITS	Regionwide		Miscellaneous	Intelligent Transportation Sys.	T-Cap		1	5307	0	CTF			1			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Contingency	Regionwide		Miscellaneous	Miscellaneous Contingencies	T-Cap		80	5307	20	CTF			100			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Contract	Regionwide		Miscellaneous	Capital Costs of Contracting	T-Cap		400	5307	100	CTF			500			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Displays	Regionwide		Transit facility	Information Displays	T-Cap		8	5307	2	CTF			10			7/9/07		Exempt				1/31/08		8/31/09				
2009	Kent	ITP	Vehicle	Rural Area		Transit vehicle additions	Paratransit Van			38	ST	9	CTF			47			7/9/07		Exempt	Rural			1/31/08		9/8/09				
2009	Kent	ITP	Wealthy Operations Expansion/Renovation	Regionwide		Transit facility	Renovate/Expand Transit Center	T-Cap		10,603	A307					10,603			3/18/09		Exempt				4/6/09		08/03/09				
2009	Kent/Ottawa	ITP	Expand Vehicles	Regionwide		Transit vehicle additions	Vanpool Program Expansion (8 new vehicles)	T-Cap		162	CM	41	CTF			203	102421		12/6/07		Exempt				1/31/08		9/8/09				
2009	Kent/Ottawa	ITP	Rideshare	Regionwide		Transit operations	Rideshare Program (includes \$125,000 GVMC, \$6,500 MACC, \$7,500 Allegan)	T-Ops		147	CMG					147	102422		12/6/07		Exempt				1/31/08		9/8/09				
2009	Kent	American Red Cross	Conversion Vans W/ Lifts	Areawide		Transit vehicle additions	Purchase 3 Conversion Vans w/ Lifts	T-Cap		96	5310	24	CTF			120			2/7/08		Exempt				1/31/08		9/25/09				
2009	Kent	American Red Cross	(7) Passenger Vans	Areawide		Transit vehicle additions	Purchase 2 (7) Passenger Vans	T-Cap		54	5310	14	CTF			68			2/7/08		Exempt				1/31/08		9/25/09				
2009	Kent	Hope Network	Cutaway Buses	Areawide		Transit vehicle additions	Purchase 4 Buses	T-Cap		208	5310	52	CTF			260			2/7/08		Exempt				1/31/08		9/25/09				
2009	Kent	Hope Network	Vans	Areawide		Transit vehicle additions	Purchase 2 Vans	T-Cap		38	5310	10	CTF			48			2/7/08		Exempt				1/31/08		9/25/09				
2009	Kent	Hope Network	Minivans	Areawide		Transit vehicle additions	Purchase 4 Minivans	T-Cap		77	5310	19	CTF			96			2/7/08		Exempt				1/31/08		9/25/09				
2009	Kent	Hope Network	Vehicle	Rural Area		Transit vehicle additions	Van			44	ST	11	CTF			55	107171		7/9/07		Exempt	Rural			1/31/08		9/25/09				
2009	Kent	Senior Neighbors	(7) Passenger Vans	Areawide		Transit vehicle additions	Purchase 2 (7) Passenger Vans	T-Cap		40	5310	10	CTF			50			2/7/08		Exempt				4/16/08		9/25/09				
2009	Kent	Senior Neighbors	Cutaway Buses	Areawide		Transit vehicle additions	Purchase 2 Buses	T-Cap		101	5310	25	CTF			126			2/7/08		Exempt				4/16/08		9/25/09				
2009	Kent	Senior Neighbors	Ip hones with GPS	Areawide		Transit operations equipment	Purchase 4 Ip hones with GPS	T-Cap		1	5310	0	CTF			2			2/7/08		Exempt				4/16/08		9/25/09				
2009	Kent	United Methodist Community House	Cutaway Buses	Areawide		Transit vehicle additions	Purchase 3 Buses	T-Cap		180	5310	45	CTF			225			2/7/08		Exempt				4/16/08		9/25/09				

Grand Rapids - FY 2009 Obligated Projects

11/5/09

Required Fields																				Optional Fields											
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	GPA / Line Item
2009	Kent	United Methodist Community House	Maintenance Equipment	Areawide		Transit maintenance equipment and parts	Purchase Maintenance Equipment	T-Cap		2	5310	1	CTF			3			2/7/08		Exempt				4/16/08		9/25/09				
2009	Kent	United Methodist Community House	Computers	Areawide		Transit operations equipment	Purchase 4 Computers	T-Cap		8	5310	2	CTF			10			2/7/08		Exempt				1/31/08		9/25/09				

Illustrative Projects

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

Appendix A

List of Contacts

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City of Cedar Springs

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City of East Grand Rapids

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City of Grand Rapids

Mr. Rick DeVries, Acting City Engineer
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City of Grandville

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City of Hudsonville

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City of Kentwood

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Inter Urban Transit Partnership

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Michigan Department of Transportation Grand Region

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Michigan Department of Transportation

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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	

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	

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	

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	

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	

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

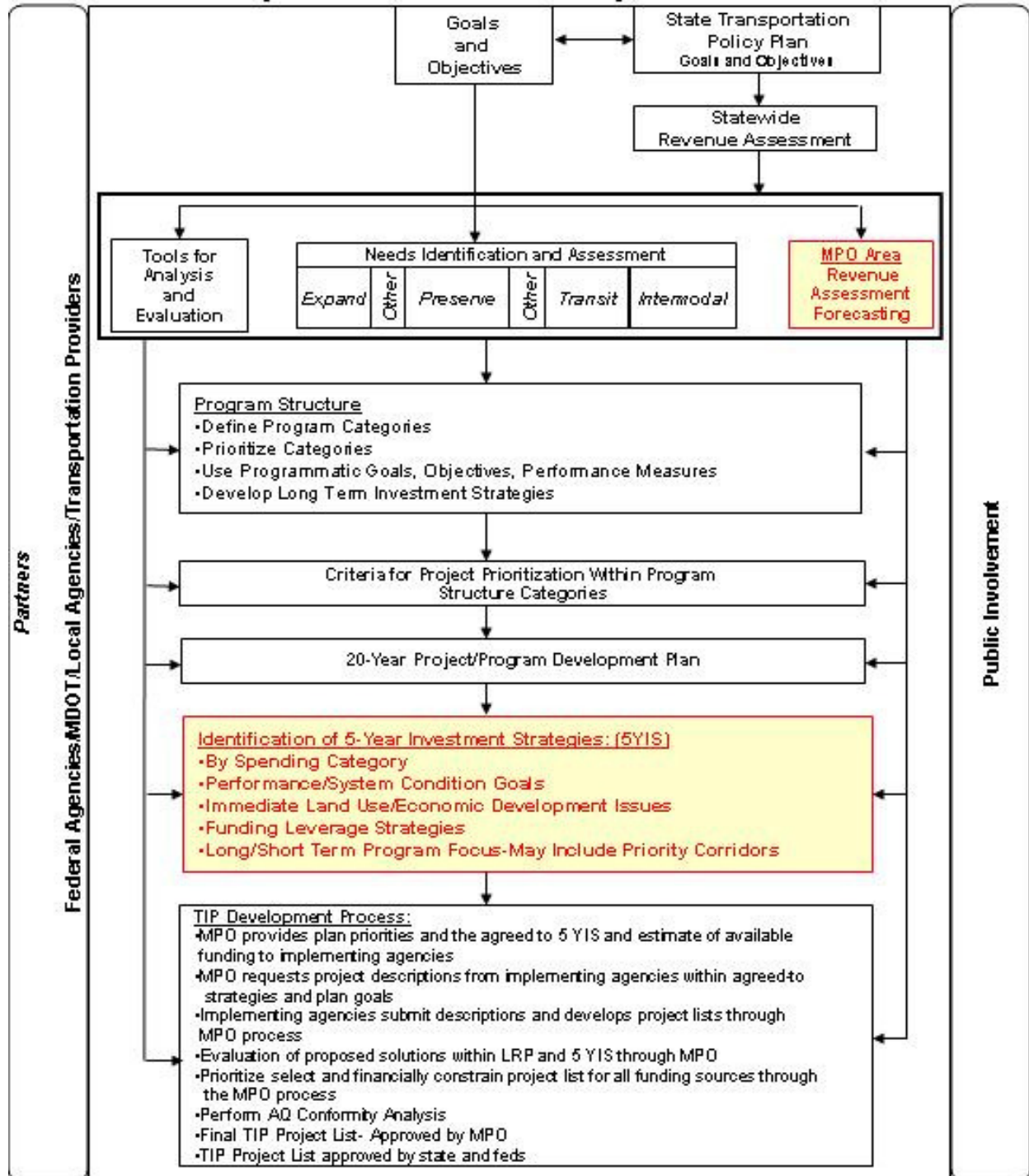
Recognizing the need for an improved planning process, the Michigan 3-C Transportation Planning Directors Association (3C's), an organization comprised of MPO's throughout Michigan, developed in 2000 what is referred to as "The New Planning Process" (see the next page). Since this time some revisions 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

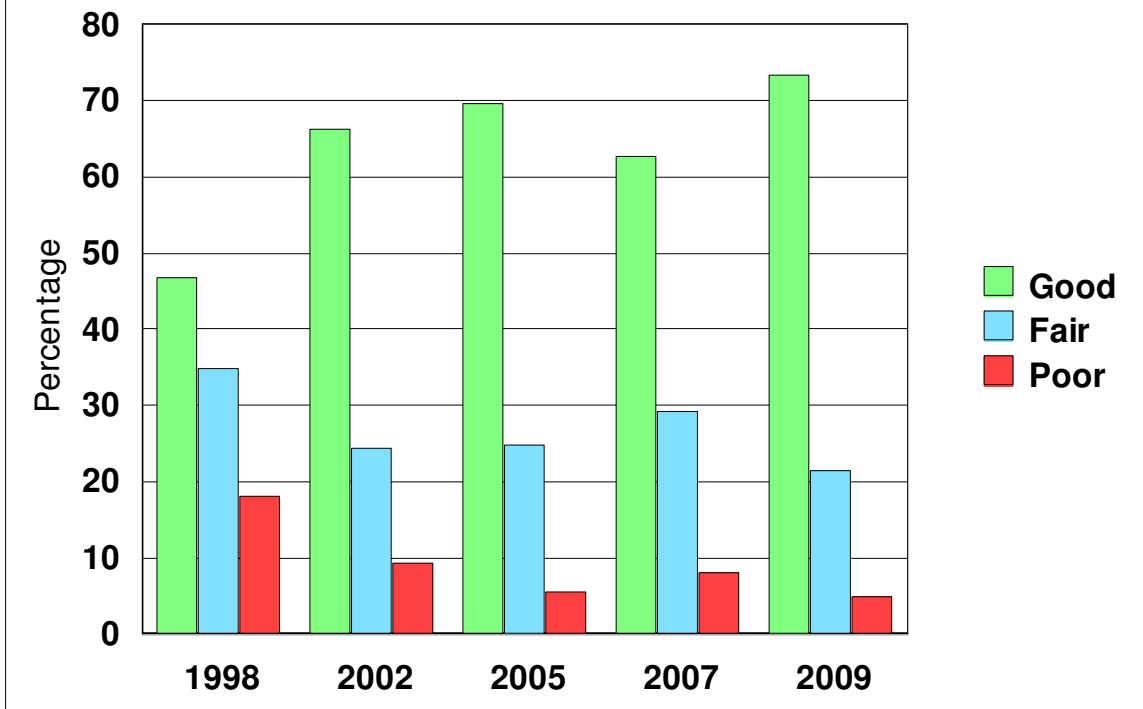
Condition Deficiencies

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%

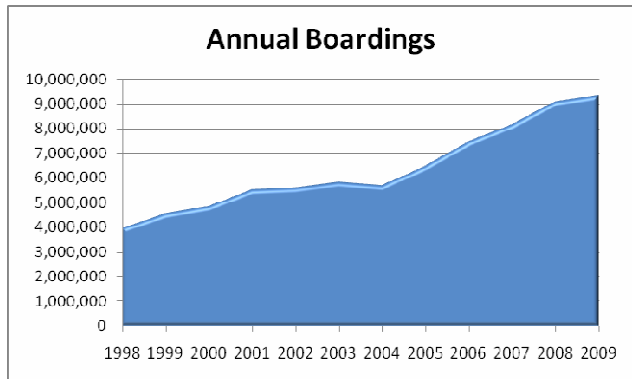
Interurban Transit Partnership (ITP and The Rapid)

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 *James Buck*
Grand Valley Metro Council

8/5/10

Date

Susan Mortel, Director
Bureau of Transportation Planning

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.

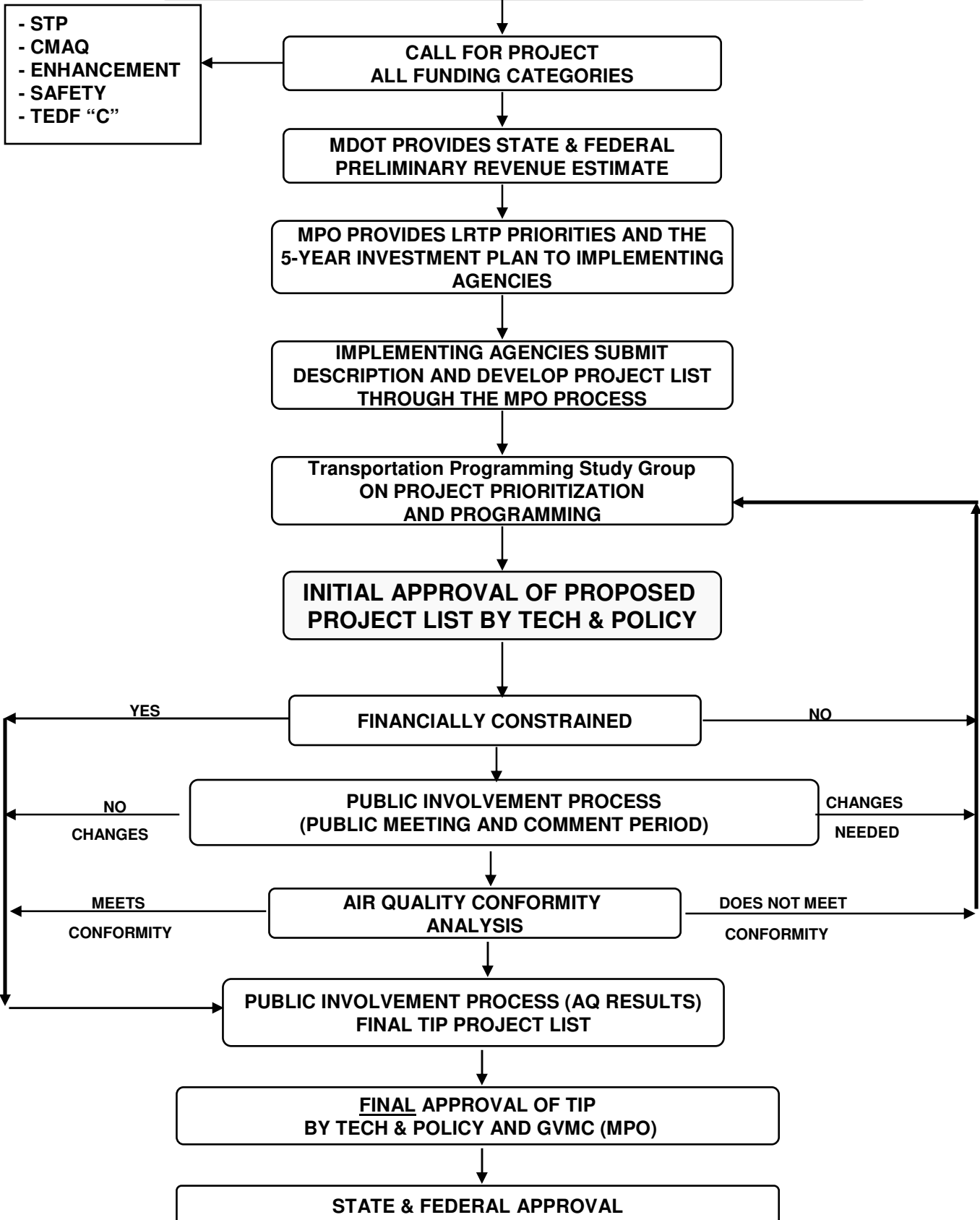
Appendix J

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)



** LRTP = LONG RANGE TRANSPORTATION PLAN

GVMC

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.	Complete TIP air quality conformity, environmental justice analysis and environmental consultation. Prepare draft TIP document.	
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 KOMPARENS		
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>Deek Andrejczak</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: [redacted], Rodford, MI 49341
Phone Number: [redacted]
1. Would you like to be added to our mailing list?
[X] Yes
[] No
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 east bound or west bound.

(More room available to write on the back)

Shawn Badla
Name

[Redacted] Wyoming, MI 49548
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 in mag.

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 <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.

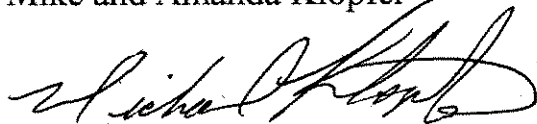
I wish to have the following included in the 2011-2014 Transportation Improvement Program.

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. 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:██████████@sbcglobal.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:[\[REDACTED\]@yahoo.com](mailto:[REDACTED]@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
[\[REDACTED\]](mailto:[REDACTED])

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.

7/2/2010

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]@creston.org>
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 Langdon	
Wetchoy Miller	
James Proyer	

7 5 0

50

DIVISION BRT BOONDOGGLE

The ~~\$70~~^{\$31} million pricetag up to 40,000 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 I-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

FULTON

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,

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
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	TIME	LOSS	TIME	LOS

Bus DEPOT
to MICHIGAN
& MONROE

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

X2.

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

====

====

	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 Union High	15 24	13 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

U
U
U
U
U
6, 15
N

31M riders in 1915

Not a passenger killed

2 JA 1916

Averaged 16M riders a year from 1896-1914

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. Renowned parks are 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 curbing 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 employees. Training employees 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

600 THE COMPANY'S LOYAL EMPLOYEES

A word about the employees 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 reliable and their ways are the ways of good citizenship. They are loyal to the Company and their loyalty finds its

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 335,000,000 passengers, and through all the years not a passenger has suffered loss of life. There have been accidents in getting off 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 employees. But these accidents have been greatly reduced by the campaigns of education in safety that we have constantly conducted.

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 \$23,99.88. 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		Decrease
	1923	1922	
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

	GRAND RAPIDS RAILWAY COMPANY		Decrease
	1923	1922	
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	199,903
Butterworth and Monroe	58,409	560,300	491,891
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	5,692
Butterworth and Madison	947,746	44,308	902,054
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	365,577	94,092
Monroe and Alpine Bus	165,091	165,091	—

TOTAL

NET DECREASE

GRAND RAPIDS RAILWAY CO. 6%, due June 1, 1924. 2,500,000.00

BALANCE SHEET DECEMBER 31, 1923

DEBITS		CREDITS	
Franchise Valuation	\$5,814,501.59	Commonwealth Power & Light Co.	1,200,000.00
Plant Investment in Excess of Franchise Valuation ..	3,065,180.06	Notes Payable	200,000.00
Cash Items	62,420.87	Accounts Payable	90,547.84
Notes and Accounts Receivable	13,892.74	Paving Assessments	54,189.00
Material and Supplies	102,477.20	Accrued Accounts	108,492.00
Automatic Fare Equalization Account	84,201.11	Unadjusted Credits	74,396.77
Prepaid Accounts, Etc.	12,860.89	Accrued Depreciation prior to Jan. 1, 1922.	620,141.99
Discount on Funded Debt ..	32,487.75	Accrued Depreciation Subsequent to Jan. 1, 1922. .	136,490.71
Securities	40,000.00	Surplus of Credits over Debts	199,789.20
Other Investments	6,028.90		

Total

On motion of Com. Gallmeyer, Commission adjourned.

J. C. Shinkman,
City Clerk.