2035 Long Range Transportation Plan

for the

Grand Rapids Metropolitan Area

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GVMC

GRAND VALLEY METROPOLITAN COUNCIL

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Grand Valley Metropolitan Council
Grand Rapids Area 2035 Long Range Transportation Plan

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INTRODUCTION

AREA PROFILE

The Grand Valley Metropolitan Council Metropolitan Planning Organization (MPO) area consists of all of Kent County including the Cities of Grand Rapids, Wyoming, Kentwood, Walker, Grandville, East Grand Rapids, Rockford, Cedar Springs, and Lowell. In addition, eastern Ottawa County is represented by the City of Hudsonville, and the townships of Jamestown, Georgetown, Allendale, and Tallmadge.

The 2000 Census defined urban area for the Grand Rapids Metropolitan area shows growth into two additional townships in Ottawa County: Blendon and Wright. A map depicting the MPO study area and the 2000 Census defined urban area follows on page 3.

TRANSPORTATION PLANNING IN GRAND RAPIDS PAST AND PRESENT

Beginning in 1961 with the establishment of the Kent County Planning Commission, comprehensive planning in the Grand Rapids area was done by the Kent County Planning Department. In the Mid-1960's, this agency began a comprehensive land use/transportation planning program encompassing the entire sphere of planning related activities in the Grand Rapids area. This program was designed to fulfill requirements of the Federal Aid Highway Act of 1962 as well as other federal, state and local planning requirements.

In 1964, the Grand Rapids and Environs Transportation Study (GRETS) Technical and Policy Committees were established. GRETS was formed to guide and direct the planning and development of the transportation infrastructure in the metropolitan area. Membership in GRETS originally included Grand Rapids, Wyoming, Walker, East Grand Rapids, Grandville, Kent County, Ottawa County, Kent County Road Commission, Ottawa County Road Commission, Michigan Department of State Highways, and the Federal Highway Administration. In 1967, the City of Kentwood was admitted. In 1974, the City of Rockford was added to the list of participants. Other participants include the Grand Rapids Area Transit Authority (now the Interurban Transit Partnership), the Grand Rapids Chamber of Commerce, and the Kent County Department of Aeronautics.

In 1966, the Kent-Ottawa Regional Planning Commission was formed because of a requirement by the Department of Housing and Urban Development that an agency be in existence to undertake comprehensive planning for the region. From 1966 to 1972, the Kent County Planning Commission and the Kent-Ottawa Regional Planning Commission (generally utilizing staff from the Kent County Planning Department) worked together within the broad conceptual framework provided by the comprehensive development plan for the region. Through an agreement with the GRETS Policy Committee, the Kent-Ottawa Planning Commission served as staff for the Metropolitan Planning Organization (MPO) carrying out all transportation related planning activities for the designated study area.

The Kent-Ottawa Regional Planning Commission became the official, independent, metropolitan planning agency responsible for coordinating all planning activities, in 1972, for the Kent-Ottawa Region, and was the coordinating agency for all transportation planning activities within the GRETS Study Area.

In 1974, the Kent-Ottawa Regional Planning Commission was dissolved and a new nine county region was formed by executive order of the Governor of the State of Michigan. The West Michigan Regional Planning Commission (WMRPC) was formed and given the responsibility for coordinating the GRETS Transportation Program. This relationship lasted until July 1990, when the State of Michigan in con-

junction with the GRETS Policy Committee withdrew the MPO designation from the WMRPC. In October 1990, the GRETS Policy Committee recommended the Grand Valley Metropolitan Council as the MPO for the Grand Rapids Metropolitan Area.

The Grand Valley Metropolitan Council (GVMC), as the currently designated MPO for the Grand Rapids Metropolitan Area, is responsible for carrying out all transportation related planning activities for the designated study area. Those duties include preparation of a Unified Work Program (UWP), Transportation Improvement Program (TIP), and the development and maintenance of the Long-Range Transportation Plan (LRTP) that follows.

The Year 2035 Plan is a vital step in allowing federal funds to be spent in the Grand Rapids area on transportation projects. Without a federally approved Plan in place, federal transportation dollars cannot be expended. The Plan looks at the most recent data available to assess transportation needs and priorities for the region including items such as traffic volumes, population, employment, and financial forecasts. As the region changes over time, the transportation infrastructure must change as well, to accommodate for the growth in West Michigan. The development and interpretation of the data for the area leads to informed analysis, identification, and prioritization of transportation related projects and programs.

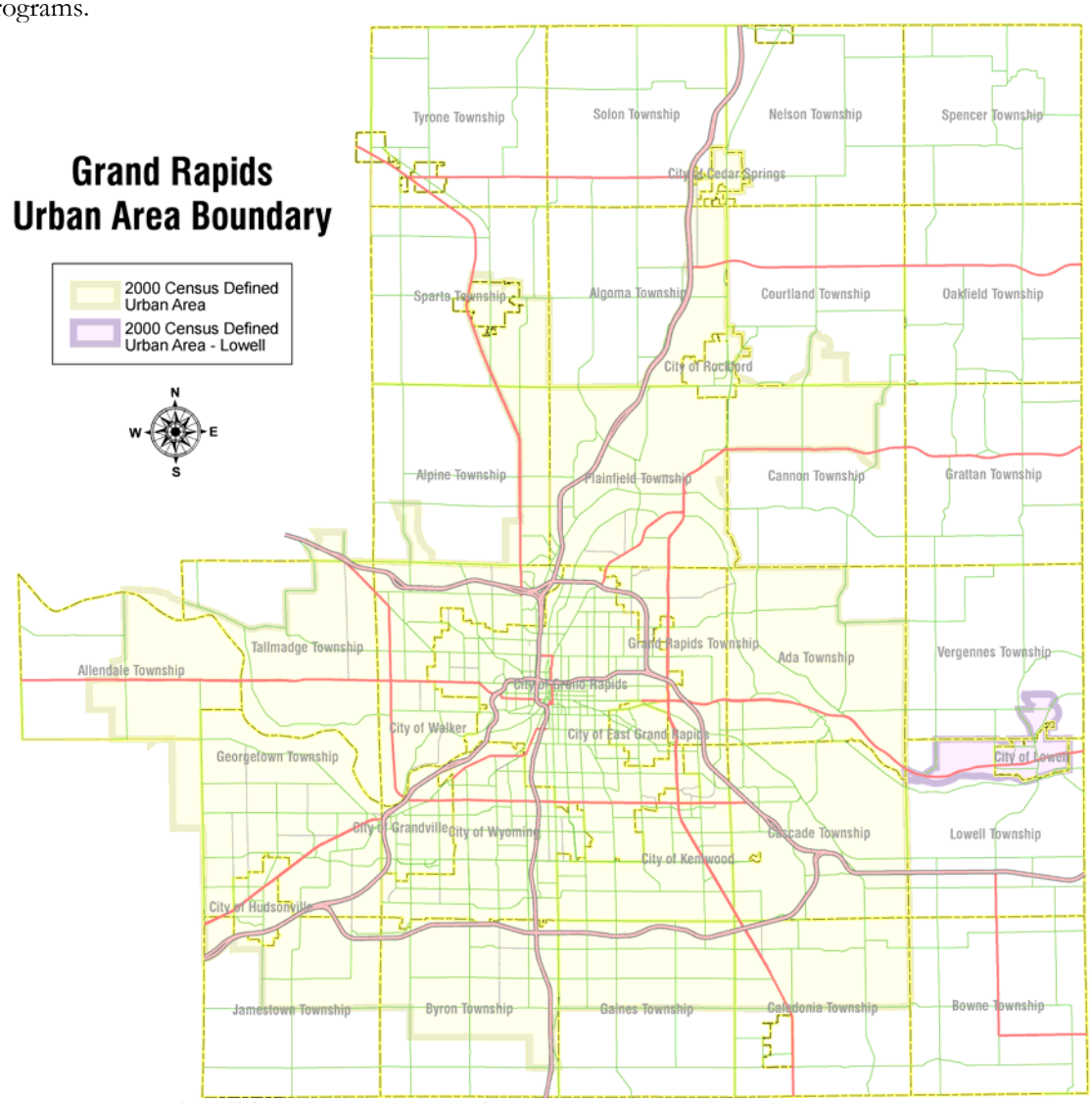


Figure 1 — Grand Rapids Urban Area Boundary

PURPOSE OF THE LONG RANGE TRANSPORTATION PLAN

Since the inception of the Kent County Planning Commission in 1961, officials in the Grand Rapids Area have been committed to developing and maintaining a comprehensive transportation planning process that included the long-range planning of transportation infrastructure.

In 1974, GRETS completed a comprehensive long range transportation plan with a terminal year of 1990. Between 1974 and 1988, no long range plans were completed. In the fall of 1989, GRETS approved the 2010 Long Range Transportation Plan. This plan represented the first effort in more than 15 years to provide a comprehensive long range transportation plan for the metropolitan area. Subsequently, there have been plans developed for 2015, 2020, 2025 and 2030.

FEDERAL TRANSPORTATION LEGISLATION, PAST AND PRESENT

On December 18, 1991, the United States Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA would forever change the way transportation planning was undertaken in urbanized areas. ISTEA required that areas with a population of more than 50,000 update their long-range transportation plans at least every three years. In the fall of 1994, largely in response to ISTEA, the GVMC completed and approved an update to the 2010 Long Range Transportation Plan. This plan would cover transportation improvements through the year 2015.

The Transportation Equity Act for the 21st Century (TEA-21) was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period from 1998-2003. TEA-21 continues to emphasize increased awareness to a cooperative and comprehensive planning process that ISTEA had begun in 1991.

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU NEW EMPHASIS AREAS

The passage of SAFETEA-LU has resulted in many changes to the transportation planning process. The more significant changes include:

Changing from a Public Involvement Plan/Process to a Participation Plan/Process.

Since the enactment of ISTEA in 1991, MPOs have been required to develop and utilize a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing metropolitan transportation plans. SAFETEA-LU expands the public involvement provisions by requiring MPOs to develop and utilize "participation plans" that are developed in consultation with an expanded list of "interested parties". The previous requirement for a "Public Involvement Plan" was introduced through the rulemaking process; the new requirement for a "Participation Plan" is now in law.

Previously existing requirements will be largely retained. Additional emphasis will be placed on extensive stakeholder "participation," specifically requirements to:

- Hold public meetings at convenient and accessible locations and times,
- Employ visualization techniques to describe metropolitan transportation plans and TIPs, and
- Make public information available in electronically accessible formats and means (such as the World Wide Web).

Requirement to consider environmental mitigation in transportation planning.

SAFETEA-LU requires that the adopted metropolitan transportation plan contain a discussion of potential environmental mitigation activities (area-wide, not project specific). This is a new requirement and should be developed in consultation with Federal, State, and Tribal regulatory agencies responsible for land management, wildlife, and other environmental issues.

The interaction with other agencies to achieve environmental mitigation is a logical part of the larger "Consultation" effort discussed in the next section.

Requirement of increased consultation with a diverse array of agencies and officials responsible for other planning activities affected by transportation.

Metropolitan planning under SAFETEA-LU requires increased consultation with a diverse array of agencies and officials responsible for other planning activities affected by transportation. 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

Changing from a Congestion Management System/Plan to a Congestion Management Process.

This planning process change in Transportation Management Areas (TMAs-MPOs with a population of 200,000 persons and larger of which, the Grand Rapids area is one) requires making the Congestion Management Process (CMP) a more integral part of developing the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

The steps toward integration include a common set of performance measures and a common set of goals and objectives between the CMP, the LRTP, and the transportation systems operational and management strategies for a region. Items such as the regional Intelligent Transportation System (ITS) architecture and the prioritization process for improvement to be included in the plan and TIP should be

consistent and seamless with the CMP. As part of developing the CMP, planners should be working in collaboration with others in the region, including public transportation operators, and State and local operations staff.

The requirement to use the CMP in TMAs designated as non-attainment for ozone or carbon monoxide to identify, evaluate, and program any project that would result in a significant increase in the carrying capacity for single occupant vehicles (SOVs) continues. Such evaluation must address the inability of all reasonable travel demand reduction and operational management strategies (including multimodal) to satisfy the need prior to choosing the SOV option.

SAFETEA-LU PLANNING FACTORS

The planning factors put forth by the federal legislation have changed slightly. SAFETEA-LU closely mirrors the planning factors from TEA-21. The seven TEA-21 Planning Factors that were in the previous bill now have safety listed as the eighth planning factor. The SAFETEA-LU Planning Factors are listed below:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system;

The planning factors contained with SAFETEA-LU shape the development of goals and objectives for the Long Range Transportation Plan. Likewise, they also guide the policies and practices that the MPO follows for carrying out the transportation planning process.

LONG-RANGE TRANSPORTATION PLANNING PROCESS

This 2035 Long Range Transportation Plan (LRTP) document is the culmination of efforts which began in September 2005. The development of a comprehensive transportation plan for any Metropolitan Planning Organization (MPO) is a complex and lengthy process. Drawing on the success of the development process that was used for the 2030 Long Range Transportation Plan, Grand Valley Metropolitan Council (GVMC) staff worked closely with the Grand Rapids area's transit provider, the Interurban Transit Partnership (ITP-The Rapid), and the State of Michigan in the Michigan Department of Transportation (MDOT). Meetings were held with staff from the three agencies to discuss plan coordination and public involvement. All of the public involvement efforts completed through this plan were performed jointly. The aim was to improve coordination and outreach among the three major transportation planning agencies in the Grand Rapids metro area.

The diagram below illustrates the process followed to complete the 2035 Long Range Plan. This update also adheres to the revised planning process highlighting the 3-C Planning Process as developed in cooperation with the Michigan Transportation Planning Association and the Michigan Department of Transportation. See Appendix H for more details on the revised planning process.

Initial 2035 Plan Timeline Developed	September 2005
Meetings with MPO/ITP members	January-August 2006
Mass Media Survey/PIP Mailing List Contact	April 2006
Community Forums	June 2006
Goals and Objectives Defined	July 2006
Transportation Alternatives Analyzed	October-November 2006
Socio-Economic Data Gathering/Analysis	February-October 2006
Deficiency Analysis	October-December 2006
Deficiencies Approved by Committees	December-January 2006/2007
Financial Analysis	November 2006
Environmental Analysis	December-January 2006/2007
Air Quality	
Environmental Justice	
Presentation of Draft Plan	February 2007
Committee Approval of Plan	March/April 2007
Final Approvals	May 2007

Figure 2 — 2035 LRP (Long Range Plan) Development Schedule

MPO COMMITTEE REPRESENTATION/2035 LONG RANGE PLAN OVERSIGHT

The Grand Valley Metropolitan Council's transportation committees are comprised of membership that represents all modes of transportation throughout the local transportation community. Local governments from the MPO Study Area include 10 cities and 25 townships, which are all eligible to participate. Additionally, the Kent and Ottawa County Road Commissions, the Interurban Transit Partnership, Gerald R. Ford International Airport, Grand Rapids Area Chamber of Commerce, the West Michigan Environmental Action Council, and the Michigan Department of Transportation participate in the MPO process as well.

There are four committees that impact the transportation planning and decision making process in the Grand Rapids Metropolitan Area. The Transportation Programming Study Group (TPSG) is an ad-hoc committee of the Technical Committee that is charged with making programming decisions about specific transportation projects through the short range Transportation Improvement Program. The TPSG only deals with programming issues. All other issues that need to be considered are brought first to the Technical Committee and subsequently make their way "up" the committee structure that you see on the following page. The Technical Committee is exactly what the name would imply, the representative from each of the member agencies/communities that have an expertise in the technical areas of the transportation process. The Policy Committee is made up of representatives of each member agency who have a policy development responsibility in their respective agencies/communities. Most members are elected officials or appointed by the elected officials of their agency/community. The Grand Valley Metropolitan Council Board (GVMC Board) is usually the last committee to take action on transportation issues within the Grand Rapids Metropolitan Area. The GVMC Board is made up of the chief elected officials (and/or their designee) for the member agencies. Some of the GVMC Board members are participating in the Policy Committee so there is often a familiarity with transportation issues and discussions at this level.

The chart below represents the MPO Committee structure for the Grand Rapids Metropolitan Area. Public participation is provided for and encouraged at all of the committee meetings.

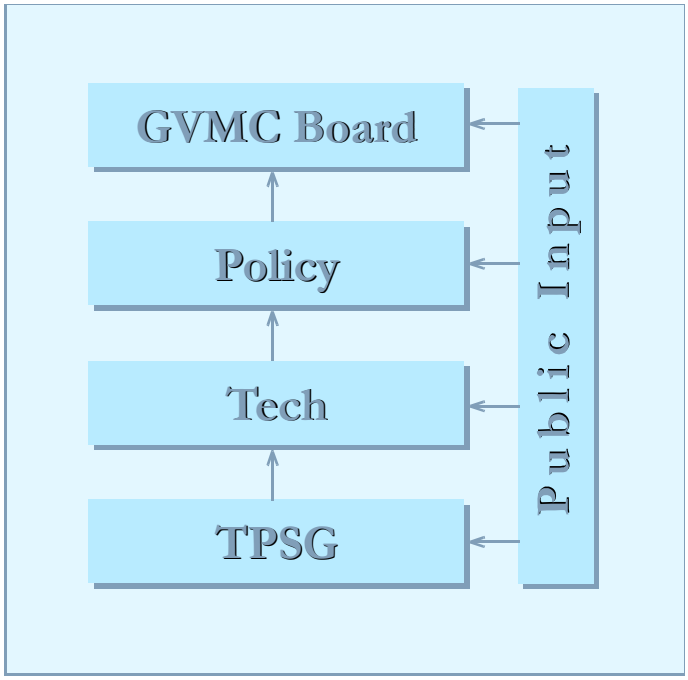


Figure 3 — MPO Committee Structure

DEVELOPMENT OF LONG RANGE GOALS AND OBJECTIVES

The need to develop goals and objectives for transportation in the GVMC area stems from the basic reasons for the organization of GVMC. Since its formation of the Metropolitan Planning Organization (MPO) in 1965, the obvious purpose of this has been to enhance the development and maintenance of an improved transportation network in the metro area.

Improvements to the urban transportation system are selected through a comprehensive decision-making process. Annually, transportation projects are evaluated, prioritized and submitted for implementation through the GVMC Transportation Improvement Program Committee. ISTEA and TEA-21 state that the projects selected in the annual program must be in accord with a long-range plan for the transportation system. Through utilization of a long-range plan, it is possible to progress in an orderly fashion, toward a pre-determined, desirable state of transportation system development.

The long-range plan for transportation must be updated as conditions change in order to maintain its integrity. The GVMC Long-Range Transportation Plan is now being revised to reflect a desirable state of the transportation system in the Year 2035. Changing population patterns, economic conditions, social values, environmental views and energy concerns necessitate the development of the 2035 Long-Range Transportation Plan. Values held by the public and the decision-makers in this area will definitely impact their views of how the transportation system for the year 2035 should be developed. In order to properly reflect these values, it is necessary to prepare the 2035 Long-Range Transportation Plan based upon some acceptable goals and objectives.

In progressing toward a future transportation plan, goals and objectives will contribute strongly to the selection and testing of alternatives in the transportation system. As goals embody a desired state of affairs to be realized through future efforts, the transportation goals and objectives embraced by GVMC will affect an overall design for the 2035 Long-Range Transportation Plan.

In creating the U.S. Department of Transportation, Congress specified that policies and programs should be developed to achieve certain goals and objectives. Congress stated that the goals should be geared toward the "provision of fast, safe, efficient, and convenient transportation at the lowest possible cost, consistent therewith and with other national objectives, including the efficient utilization and conservation of the Nation's resources." The need to develop goals goes beyond the desire to fulfill federal regulations as goals are extremely useful in the planning process as they provide the necessary direction and basic framework upon which future decisions can be made.

The MPO was organized with a set of initial objectives. The 1965 GRETS "Prospectus" details ten objectives of the transportation study. As these objectives were specific only to study methodology and organizational intent, a revision was deemed necessary to produce goals and objectives useable in developing the Year 2000 Transportation Plan (developed in 1976 and 1977). Changing conditions since 1965 also suggested that the need for fast, safe, efficient transportation must now be coordinated with concerns for social improvement, economic development, and environmental protection. In 1976, GRETS formed a joint subcommittee of the Policy, Technical, and Citizens' Committees to develop new goals and objectives for the future transportation system. In 1996, a committee was formed, which was comprised of comprehensive representation from throughout the transportation and land use community to evaluate and revise those 20 year old goals and objectives. Minor modifications have been made to the goals and objectives that differ from the ones presented in the 2025 Plan.

PUBLIC PARTICIPATION PROCESS

Public involvement in transportation has a new emphasis since Congress passed the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). According to ISTEA, a public involvement process for transportation planning must be explicitly set forth and adopted by Metropolitan Planning Organizations (MPOs), which receive transportation funds from the Federal Highway Administration and Federal Transit Administration. Federal regulations to implement ISTEA call for "proactive public involvement processes that provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans and TIPs [Transportation Improvement Programs]...." The rules for this process are to be found in Section 316 of the Federal transportation legislation. SAFETEA-LU continues to emphasize comprehensive public input set forth by previous transportation bills.

To meet existing Federal transportation rules, the Grand Valley Metropolitan Council (GVMC) developed a Transportation Planning Public Involvement Process that was adopted on April 6, 1995. The Public Involvement Plan underwent a lengthy update process which included review by the GVMC transportation committees and state and federal transportation officials. The updated Public Involvement Plan was passed by the GVMC Transportation Policy Committee on November 19, 2003. the passage of SAFETEA-LU required additional changes in the way that MPOs include the public in the transportation planning process. The public participation process includes items carried forward including:

- Outreach for public opinion and needs, especially to those who are underserved, through public forums and survey materials.
- Opportunity for public comments at all public meetings.
- Making information easily available to the public.
- Public notification of meetings both by public media and direct mail.
- Appropriately scheduled public hearings.
- Opportunity for public comment on key decisions.
- Timely and forthright response to public comments.
- A bi-annual review of the public involvement process itself.
- Whenever possible, meetings will be held in locations on transit routes.

Additionally, SAFETEA-LU expands the public involvement provisions by requiring MPOs to develop and utilize "participation plans" that are developed in consultation with an expanded list of "interested parties". The previous requirement for a "Public Involvement Plan" was introduced through the rulemaking process; the new requirement for a "Participation Plan" is now in law. Additional emphasis will be placed on extensive stakeholder "participation," specifically requirements to:

- Hold public meetings at convenient and accessible locations and times,
- Employ visualization techniques to describe metropolitan transportation plans and TIPs, and
- Make public information available in electronically accessible formats and means (such as the World Wide Web).

The goals of this process are:

1. Involve the public early in the planning process.
2. Obtain understanding of transportation needs, especially of the underserved.

3. Make information available to the public.
4. Provide timely and adequate notice to the public about meetings and plans.

The emphasis of this process is on early involvement of the public in all processes, in order to obtain input and insight before decisions are made.

In order to complete a comprehensive Long Range Transportation Plan, the involvement of the general public is crucial. Several opportunities for the public to become involved were incorporated throughout the development of the plan. As is contained in the GVMC Public Participation Plan (PIP), several methods were employed to involve the public.

Direct mailings - GVMC maintains a list of approximately 300 names and addresses of local citizens interested in participating in the development of transportation plans. Those represented on the Public Participation List include neighborhood associations, various church groups, senior citizen centers, social service agencies, etc. Notices of meeting locations and times were sent to each representative on the PIP list inviting those individuals or groups to provide input.

Internet Web Page – A webpage developed at the Grand Valley Metropolitan Council site, www.gvmc.org, provides periodic updates of plan development benchmarks, meeting times/sites information, contact information for GVMC staff for those who want more information, as well as copies of DRAFT and finalized documents related to the transportation planning process.

Community Forums – In an attempt to broaden the exposure of this Plan, eight community forums were held at different locations, days of the week, and times of day throughout the region. With considerable input and participation from MDOT and ITP, the forums, which were hosted by GVMC, provided additional opportunities for public input and education. The forums also served to explain the long range transportation planning process as well as answer questions and concerns from the public. A list of the times, dates, and locations of those meetings are provided in Appendix A.

Media Relations - At each of the LRTP milestones, the media was sent a notice of the activity that was to be undertaken. Members of both print and broadcast media were represented on that mailing list. The media was also invited to the eight community forums open house meetings that were held.

Public Meetings/Review Opportunities – The public was afforded many opportunities to have input into the planning process. As mentioned previously, five community forums were held to engage the public. Consistent with the new goals and objectives of the Public Participation Plan, four of the meetings were held in documented Environmental Justice areas and three of the meetings were held at locations on ITP Transit routes. Also, meetings that introduced transportation deficiencies and air quality conformity information were held later in the plan development.

Staff Outreach - Throughout the development of the plan, staff has offered to present information regarding the plan to various business groups and civic organizations. An exhaustive list of agencies that staff had interaction with through presentations or meetings is provided in Appendix A of this document.

Finally, GVMC staff has attempted to respond to every public comment that was received throughout this transportation plan development process. A complete list of all comments/questions received as well as how staff responded to those comments in provided in Appendix A of the document. Additionally, a complete review of all public involvement process and materials used specifically for this Plan development are provided in Appendix A.

TRANSPORTATION LONG RANGE PLAN GOALS AND OBJECTIVES

The Goals and Objectives that follow have been developed and approved by GVMC and are intended to apply not only to the Long-Range Transportation Plan (LRTP), but are meant to guide the entire regional transportation planning process. For this reason, the Goals and Objectives are more specific than the final LRTP conclusions can support. However, this specificity will become important during subsequent studies which will be completed after the LRTP is adopted. It may appear that some of the Goals and Objectives compete or conflict with each other. This occurs because the list that is presented below is comprehensive in nature and is designed to accommodate several different types of situations. When applying these Goals and Objectives to any effort, decision-makers will need to make trade-offs between different Goals and different Objectives. The Goals and Objectives are not ranked or listed in order of importance.

Applicable policy statements related to the goals and objectives are listed in Appendix C of this document. The policy statements are intended to provide the structure and guidelines for transportation planning in the area, in addition, the policy statements improve the overall transportation planning practices currently in use in the area. These goals, objectives, and policies will help guide the implementation of the 2035 Long-Range Transportation Plan.

Goal One: Safety, Security and Efficiency

The transportation system should maximize the safety and security of all its patrons and should be configured and utilized in the most efficient manner possible.

Objective 1a: The transportation system should minimize traffic crashes.

Objective 1b: Standard traffic control devices should be used to increase efficiency and safety.

Objective 1c: The transportation system should operate to be multi-modal in character and provide a seamless interface between modes. Conflicts between the various modes shall be minimized and security among all modes should be maximized.

Objective 1d: The transportation system should encourage the multiple and safe use of transportation rights-of-way by different modes, including non-motorized transportation.

Objective 1e: The design, construction, and operation of the transportation system should be in accordance with accepted safety and security standards.

Objective 1f: The transportation system should be supportive and adaptive to Intelligent Transportation System (ITS) concepts.

Objective 1g: Transportation projects which reduce commuting distances and time spent traveling should be promoted.

Objective 1h: Vehicle occupancy increases for all motorized modes will be encouraged.

Goal Two: Accessibility and Mobility

The transportation system should be accessible to all users and provide appropriate mobility to and from locations within the Grand Rapids Metropolitan Study Area.

Objective 2a: Techniques aimed at encouraging transit and other multiple-occupant vehicle use and spreading travel demand to non-critical times of the day should be actively pursued and promoted.

Objective 2b: Travel Demand Management practices will be utilized to manage future traffic growth and mitigate congestion.

Objective 2c: The transportation system should provide continuous service across large portions of the region and needed capacity while providing access to major land uses.

Objective 2d: The transportation system should be designed to operate at the highest level-of-service which can reasonably be provided.

Objective 2e: The transportation system should minimize transportation barriers which disadvantage mobility-limited persons, senior citizens, and persons who do not have access automobiles or choose not to use them.

Objective 2f: The transportation system will be accessible for both people and goods as freight operations and facilities will be encouraged while maintaining the overall integrity of the transportation system.

Goal Three: Environmental Impacts

The transportation system should maintain and improve the quality of the environment.

Objective 3a: Air, noise, and water pollutant emissions and concentrations should be minimized.

Objective 3b: The transportation system should minimize the energy resources consumed for transportation.

Objective 3c: The use of alternative fuels by all transportation modes should be encouraged.

Objective 3d: Transportation projects should minimize disruption to the natural and built environment.

Objective 3e: The transportation system and providers should encourage the use of public transportation and ridesharing.

Goal Four: Economic and Financial Considerations

The transportation plan should reflect the ability to finance such a system, to best allocate resources, and to remain an economic asset to the region.

Objective 4a: Transportation improvements should be cost-effective and should maximize the long-term cost/benefits by considering the overall life cycle costs.

Objective 4b: Transportation improvements, for all modes, should minimize capital and operating costs.

Objective 4c: The scale and character of transportation improvements should be consistent with the ability to finance such improvements.

Objective 4d: Transportation system investments should be maximized from all available sources, including the private sector.

Objective 4e: The transportation system should support the economic viability of West Michigan.

Objective 4f: Transportation Management Systems developed in cooperation with state and local agencies should be employed to identify and assess the transportation system.

Objective 4g: The existing transportation infrastructure system should be preserved and protected wherever feasible.

Goal Five: Community Impact and Planning

The transportation system should maximize positive impacts and minimize disruption of existing and anticipated land uses within the Grand Rapids Metropolitan Study Area. Transportation planning should be comprehensive, cooperative, and coordinated with other planning activities and agencies.

Objective 5a: Environmental justice shall be fostered through the maintenance of a planning process that does not unfairly affect any one segment of our community regardless of race, color, national origin, age, sex, disability, religion or income.

Objective 5b: The transportation system should minimize disruption of existing neighborhoods, households, prime farmlands, and open spaces.

Objective 5c: Improvements to the transportation system should minimize negative effects on commercial and industrial facilities as well as historical sites and recreational, cultural, religious and educational activities.

Objective 5d: The transportation system should minimize the disruption and maximize the preservation and enhancement of the aesthetics of transportation corridors.

Objective 5e: The development of transportation services should be consistent with adopted community land use plans, water quality management plans, housing plans, and recreation/open space plans.

Objective 5f: Wherever warranted, the development and expansion of existing and new mass transit options should be encouraged.

Objective 5g: Local land use and master planning should be coordinated with the preservation of current and future right-of-way and transportation system improvements including land uses adjacent to fixed transportation facilities.

Objective 5h: The benefit of reducing commuting distances should be encouraged and reflected in local land use plans.

Objective 5i: Existing and recently abandoned rail corridors should be evaluated for their potential use as multi-use transportation corridors.

Policy statements and MPO operating procedures related to these goals and objectives are found in Appendix C of this document.

CORE POLICY AREAS OF THE 2035 LONG RANGE TRANSPORTATION PLAN

The function of the core policy areas section of the Long Range Transportation Plan was to identify and highlight the areas that have the most impact on the transportation system in the Grand Rapids metropolitan area. These core areas were originally developed in the 2030 Long Range Transportation Plan and have been adjusted to reflect new and/or additional emphasis that comes with SAFETEA-LU.

- Mobility
- Accessibility
- Reliability/Safety
- Efficiency
- Livability
- Sustainability
- Equity

MOBILITY - IMPROVE THE MOBILITY OF PEOPLE AND FREIGHT

- Tailor transportation modal improvements to reflect supporting land uses in major travel corridors.
- Develop a regionally significant transportation network and make it the highest priority for regional transportation funding.
- Minimize drive alone travel by making it fast, convenient, and safe to carpool, vanpool, ride transit walk, and bike.

ACCESSIBILITY - IMPROVE ACCESS TO MAJOR EMPLOYMENT AND OTHER REGIONAL ACTIVITY CENTERS

- Achieve higher transit mode share during peak and off-peak periods, with competitive transit travel times to major job centers.
- Encourage better walk and bicycle access within our local communities.

RELIABILITY/SAFETY - IMPROVE THE RELIABILITY AND SAFETY OF THE TRANSPORTATION SYSTEM

- Make the transportation system as safe as possible for all users.
- Apply new Intelligent Transportation Systems (ITS) technologies and management strategies to make travel services more reliable, convenient, and safe, and to reduce non-recurrent congestion.

EFFICIENCY - MAXIMIZE THE EFFICIENCY OF THE EXISTING AND FUTURE TRANSPORTATION SYSTEM

- Measure the performance of the regional transportation system on a regular basis and manage its efficiency.
- Develop cost-effective voluntary incentive programs for major employers, schools, and residential areas with a goal of reducing peak period travel demand by the year 2035.

LIVABILITY - PROMOTE LIVABLE COMMUNITIES

- Focus transit improvements in areas with compatible land uses that support and efficient transit system.
- Focus non-motorized improvements in areas that link to other local or regional non-motorized facilities.
- Continue to bridge the gap between land use planning and transportation planning.

SUSTAINABILITY - ELIMINATE OR MINIMIZE EFFECTS ON THE ENVIRONMENT

- Focus roadway, transit, and non-motorized improvements in urban/suburban areas, away from the region's rural areas.
- Evaluate all reasonable land use development alternatives and transportation improvement strategies before pursuing major expansion to roadway or fixed guideway capacity.

EQUITY - ENSURE AN EQUITABLE DISTRIBUTION OF THE BENEFITS AMONG VARIOUS DEMOGRAPHIC AND USER GROUPS

- Provide regional equitable levels of transportation services for low-income, minority, and elderly and disabled person.

ELEMENTS OF THE LONG RANGE TRANSPORTATION PLAN

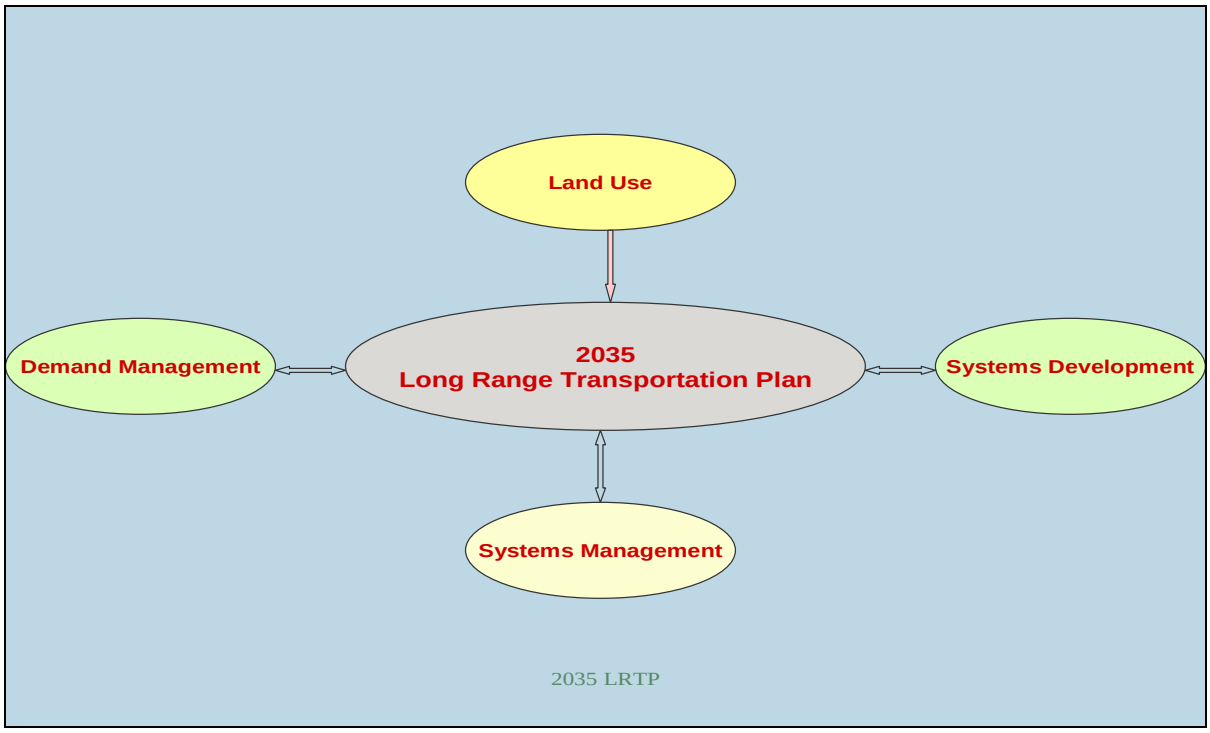


Figure 4 — Elements of the 2035 Long Range Transportation Plan

The Land Use of the area communities feeds directly into the 2035 Long Range Transportation Plan through the development of data and projections of population and employment.

DEMAND MANAGEMENT

Steps to reduce peak period travel or change when and how people travel will become increasingly important in the future. Demand management focuses on encouraging alternatives to driving alone and minimizing demand on the transportation system during peak periods. The approach to manage demand is not at all new, in fact, it has been used throughout the nation since the 1960's.

- Rideshare
- Regional vanpool program
- Regional bike locker program
- Provision of start-up funds to employers to provide their employees with financial incentives to try new ways to commute.
- New emphasis on encouraging teleworking and flexible work hours to help manage peak demand.

SYSTEMS MANAGEMENT

Billions of dollars have already been invested in roads and transit in the Grand Rapids urbanized area. We need to maximize the return on this significant investment through optimal management and more efficient operation of the existing networks. Systems Management helps get the most efficiency out of

our existing system, makes travel services more reliable, convenient, and safe, and reduces traffic delays caused by accidents and incidents.

- New Technologies
- Freeway Management
- Freeway Service Patrol
- High Occupancy Vehicle (HOV) Lanes
- Arterial Management
- Transit Management
- Transportation Information/Performance Monitoring
- Pavement Management System
- Congestion Management System
- Safety Management System
- Asset Management System

SYSTEMS DEVELOPMENT

Developing and maintaining existing systems help to make the system more efficient and plan for all aspects of the transportation system.

- System Efficiency
- Intelligent Transportation System
- Integrating Transit and Roadways
- Continuous bicycle/pedestrian network
- Freight Movement
- Maintenance, Preservation, and Pavement Condition Index
- Environmental Protection
- Environmental Justice
- Neighborhood Preservation
- Safety
- Intermodal Connectivity
- Level of Service (LOS) Standards
- Roadway Improvement Projects Prioritization Criteria
- Access Management
- Land Use Compatibility
- Financial Constraints

Implementing the elements of the 2035 Long Range Transportation Plan requires close cooperation and coordination among all transportation agencies, local jurisdictions, and the traveling public.

TRANSPORTATION VISION/LOCAL INPUT

The purpose of this section is to highlight the transportation vision for the area and share input that each individual MPO agency has provided us in dealing with the transportation issues of the region. Much of the input received ties into the collective transportation vision for the future of the Grand Rapids Metropolitan Area.

The summaries from the MPO agency meetings and the comments of each agency are located in Appendix E of this document. Staff has condensed the meetings that were held with each agency or unit of government into a few highlights that were discussed in each meeting.

This process served to be a great learning experience for staff in helping identify more information about our members, their agencies, and the specific issues each deals with. It also served as a "one-stop shopping" arrangement for the local units and agencies as they were provided with an opportunity to learn more about the long-range transportation process and the services that the Grand Valley Metropolitan Council provides in transportation and land use. It also provided an opportunity for agencies to learn more about the services and programs that the Michigan Department of Transportation (MDOT) and the Interurban Transit Partnership (ITP-The Rapid) provide as well.

The overall vision is coupled with goals, objectives, and policies to determine how resources for the area should be invested for transportation. The following Figure shows the relationship of the vision to the overall planning process.

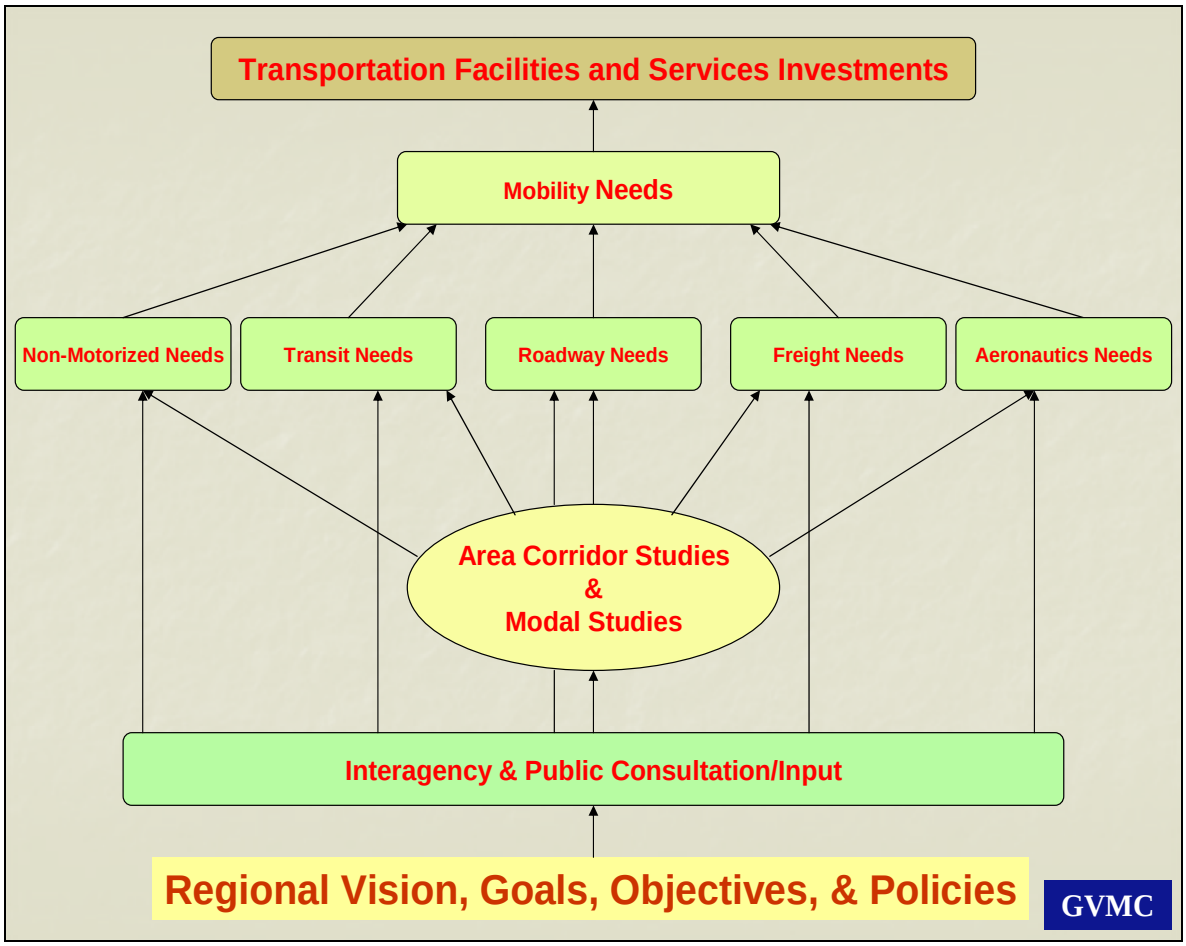


Figure 5 — How the Vision Fits within the Planning Process

The key relationship of the vision to the planning process is the identification and assessment of need. While there are many different types of transportation needs, ultimately, all needs go back to the most important ingredient—Mobility.

The 2035 Long Range Transportation Plan mobility vision will guide the development of a responsive and flexible transportation system that focuses on the needs of moving people and goods, not limited to just single occupancy vehicles.

The vision is to provide a range of choices for affordable, convenient, fast, and safe travel choices using highways, transit, air, rail, and non-motorized facilities. It demonstrates the region's commitment to preserve its existing transportation resources and infrastructure. The "fix it first" mentality applies here to manage the regional transportation system efficiently.

In summarizing the MPO meetings and the feedback received on the vision, a few items are worth noting. The overwhelming consensus from our MPO agencies is that the Grand Rapids Metropolitan Area is growing at a steady pace, although perhaps not as steady as when the 2030 Long Range Plan was developed back in 2003. Despite the downturn recently in the economy, most agencies felt that the rates of growth experienced in the early part of the decade will come back and West Michigan will continue to grow steadily through the year 2035 and beyond. MPO members, especially those members that are cities, townships, or villages, are putting more emphasis on the relationship between transportation and land use and the focus on efficiency in resources. Judging by the discussions with each member, and the input staff received from those meetings that were conducted in 2006, these topics will continue to be front and center in area government discussions.

Meeting with each MPO agency for this process was seen by GVMC staff as important for a number of reasons. First, it was felt that a better understanding of issues within each agency's jurisdiction would help frame long range planning issues more effectively. Secondly, learning about these issues would allow staff to be better informed of dynamics happening within the urban area. Third, staff wanted to understand the direction each agency sees itself taking in the future, paying special attention to any "vision" which may emerge.

The other main goal of this process is to have a starting point for historical reference of issues/projects for each MPO member. Future planning efforts can compare the issues listed here to new ones that come up over time. Staff can also track how issues raised here have been addressed by the Transportation Improvement Program (TIP) or the Long Range Transportation Plan.

SAFETEA-LU 8 FACTORS

The passage of SAFETEA-LU requires that certain factors must be considered as part of the regional transportation planning process for all metropolitan areas. In general, these factors address social, environmental and land use issues as related to the transportation system. The factors have been considered and are reflected in the Grand Valley Metropolitan Council Year 2035 Long-Range Transportation Plan as well as other transportation documents and activities in the comprehensive, continuing and coordinated transportation process of the Grand Rapids area. Each of the planning factors are listed below followed by the applicable Goals, Objectives and Policies that address each factor. This list is developed to specifically show how the Goals, Objectives, and Policies of the Grand Rapids 2035 Long Range Transportation Plan are consistent with the planning factors put forth by SAFETEA-LU.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

SAFETEA-LU encourages the development of transportation systems that allow areas to be economically viable and competitive in the global marketplace.

Goal Four: Economic and Financial Considerations - The transportation plan should reflect the ability to finance such a system to best allocate resources, and to remain an economic asset to the region.

Objective 4a: Transportation improvements should be cost-effective and should maximize the long-term cost/benefits by considering the overall life cycle costs.

Objective 4b: Transportation improvements, for all modes, should minimize capital and operating costs.

Objective 4c: The scale and character of transportation improvements should be consistent with the ability to finance such improvements.

Objective 4d: Transportation system investments should be maximized from all available sources including the private sector.

Objective 4e: The transportation system should support the economic viability of West Michigan.

Goal One: Safety and Efficiency - The transportation system should maximize the safety and security of all its patrons and should be configured and utilized in the most efficient manner possible.

2. Increase the safety of the transportation system for motorized and non-motorized users.

The transportation system shall be safe for all users both motorized and non-motorized.

Goal One: Safety, Security and Efficiency - The transportation system should maximize the safety and security of all its patrons and should be configured and utilized in the most efficient manner possible.

Objective 1a: The transportation system should minimize traffic crashes.

Objective 1b: Standard traffic control devices should be used to increase efficiency and safety.

Objective 1e: The design, construction, and operation of the transportation system should be in accordance with accepted safety and security standards.

3. Increase the security of the transportation system for motorized and non-motorized users.

The transportation system shall be secure for all users both motorized and non-motorized.

Goal One: Safety, Security and Efficiency - The transportation system should maximize the safety and security of all its patrons and should be configured and utilized in the most efficient manner possible.

Objective 1c: The transportation system should operate to be multi-modal in character and provide a seamless interface between modes. Conflicts between the various modes shall be minimized and security among all modes should be maximized.

Objective 1e: The design, construction, and operation of the transportation system should be in accordance with accepted safety and security standards.

4. Increase the accessibility and mobility options available to people and for freight.

The need to efficiently and effectively move people and goods is paramount to a functional transportation system.

Goal Two: Accessibility and Mobility - The transportation system should be accessible to all users and provide appropriate mobility to and from locations within the Grand Rapids Metropolitan Study Area.

Objective 2c: The transportation system should provide continuous service across large portions of the region and needed capacity while providing access to land area.

Objective 2d: The transportation system should be designed to operate at the highest level-of-service which can reasonably be provided.

Objective 2e: The transportation system should minimize transportation barriers that disadvantage mobility-limited persons, senior citizens, and persons who do not have access to automobiles or choose not to use them.

Objective 2f: The transportation system will be accessible for people and goods as freight operations and facilities will be encouraged while maintaining the overall integrity of the transportation system.

5. Protect and enhance the environment, promote energy conservation, and improve the quality of life.

The likely effect of transportation policy decisions on land use development and the consistency of transportation plans and programs are stressed in TEA-21. Further, TEA-21 encourages the analysis of all applicable area short and long-term land use and development plans.

Goal Six: Environmental Impacts - The transportation system should maintain and improve the quality of the environment.

Objective 3a: Air, noise, and water pollutant emissions and concentrations should be minimized.

Objective 3b: The transportation system should minimize the energy resources consumed for transportation.

Objective 3c: The use of alternative fuels by all transportation modes should be encouraged.

Objective 3d: Transportation projects should minimize disruption to the natural and built environment.

Objective 3e: The transportation system and providers should encourage the use of public transportation and ridesharing.

6. Enhance the integration and connectivity of the transportation system, across and between modes for people and for freight

TEA-21 promotes integrated multi-modal planning for effective transportation systems.

Objective 1c: The transportation system should operate to be multi-modal in character and provide a seamless interface between modes. Conflicts between the various modes shall be minimized.

Objective 1d: The transportation system should encourage the multiple and safe use of transportation rights-of-way by different modes, including non-motorized transportation.

Objective 2e: The transportation system should minimize transportation barriers which disadvantage mobility-limited persons, senior citizens, and persons who do not have available automobiles.

Objective 2f: The transportation system will be accessible for both people and goods as freight operations and facilities will be encouraged while maintaining the overall integrity of the transportation system.

7. Promote efficient system management and operation

The transportation network will be managed and operated in an efficient manner.

Goal Five: Efficiency - The transportation system should be configured and utilized in the most efficient manner possible.

Objective 1b: Standard control devices should be used to increase efficiency and safety.

Objective 1c: The transportation system should operate to be multi-modal in character and provide a seamless interface between modes. Conflicts between the various modes shall be minimized.

8. Emphasize the preservation of the existing transportation system

Priority will be placed on preservation of the existing transportation system over transportation system expansion.

Objective 4g: The existing transportation infrastructure system should be preserved and protected wherever feasible.

Objective 5d: The transportation system should minimize the disruption and maximize the preservation and enhancement of the aesthetics of transportation corridors.

SOCIO-ECONOMIC DATA FORECAST

One of the most important elements in the development of a long range transportation plan is an assessment of population and employment data for the region. Socio-Economic (SE) data forecasts are essentially an inventory of what currently exists in terms of population and employment and what will exist for the Year 2030. Typically, staff will break down the area into smaller geographic areas called Traffic Analysis Zones (TAZ's). The boundary of a TAZ is usually a major street or highway, body of water, or any other major physical feature, there are approximately 800 of them within the metro area. The TAZs allow for the transportation network to be divided up into smaller pieces having similar transportation characteristics. This allows for more effective analysis of travel patterns and a better simulation of future transportation activities.

GVMC transportation staff worked closely with the GVMC land use planning staff, Transportation Technical and Policy Committees, and every local jurisdiction in the MPO area on the development of the SE data. Staff, using current and future land use plans, information provided by jurisdictions in the Long Range Plan meetings, and past population trends as a guide, developed a draft data set that included the increase in the number of households and employees figures for the year 2035. The projections are done at a Traffic Analysis Zone level. Even though the SE data projects future households, a simple conversion of persons per household can yield a population projection for future years. The result of the SE data population projections by jurisdiction are used to develop a 2035 population projection which is shown on the next page with 1990 and 2000 Census figures and the results from this effort for the last Plan done for the Year 2030 for comparison purposes. Once the initial SE data report was prepared, it was forwarded to the Technical and Policy Committees for review and revision. Each jurisdiction was given the opportunity to adjust the projections based on their estimates of growth. Staff incorporated all comments and compared the final figures to the Year 2030 control number levels for population and employment that were provided for the metropolitan area by the University of Michigan. The 2030 information provided the University of Michigan was prorated to 2035 to fit the same horizon years being used for the development of this Plan.

The development of this data works to drive the GVMC Transportation Model, which is used to estimate traffic volumes for future years. A brief explanation of the transportation modeling process follows later in the document.

Grand Valley Metropolitan Council MPO Jurisdictions
Census Population and Estimates 1990-2035

		CENSUS 1990	CENSUS 2000	PROJECTED 2030	PROJECTED 2035
1	ADA TOWNSHIP	7,578	9,882	16,571	17,267
2	ALGOMA TOWNSHIP	5,496	7,596	15,309	17,211
3	ALLENDALE TOWNSHIP	8,022	13,042	29,656	32,629
4	ALPINE TOWNSHIP	9,863	13,976	29,225	30,084
5	BOWNE TOWNSHIP	1,907	2,743	5,137	5,285
6	BYRON TOWNSHIP	13,235	17,553	35,763	36,960
7	CALEDONIA TOWNSHIP	6,254	8,964	17,257	18,695
8	CANNON TOWNSHIP	7,928	12,075	21,685	22,237
9	CASCADE TOWNSHIP	12,869	15,107	21,646	22,933
10	CEDAR SPRINGS	2,600	3,112	3,588	4,094
11	COURTLAND TOWNSHIP	3,950	5,817	10,840	11,874
12	EAST GRAND RAPIDS	10,807	10,764	10,435	10,554
13	GAINES TOWNSHIP	14,533	20,112	35,477	39,270
14	GEORGETOWN TOWNSHIP	32,672	41,658	55,407	57,680
15	GRAND RAPIDS	189,126	197,800	211,071	214,561
16	GRAND RAPIDS TOWNSHIP	10,760	14,056	19,099	20,137
17	GRANDVILLE	15,624	16,263	18,266	18,284
18	GRATTAN TOWNSHIP	2,876	3,551	5,213	5,308
19	HUDSONVILLE	6,170	7,160	7,920	8,355
20	JAMESTOWN TOWNSHIP	4,059	5,062	9,481	10,595
21	KENTWOOD	37,826	45,255	57,746	58,162
22	LOWELL	3,983	4,013	4,472	4,544
23	LOWELL TOWNSHIP	4,774	5,219	10,055	10,760
24	NELSON TOWNSHIP	3,406	4,192	8,691	9,025
25	OAKFIELD TOWNSHIP	3,842	5,058	8,138	8,597
26	PLAINFIELD TOWNSHIP	24,946	30,195	46,257	52,570
27	ROCKFORD	3,750	4,626	5,966	6,339
28	SOLON TOWNSHIP	3,648	4,662	9,482	10,224
29	SPARTA TOWNSHIP	8,447	8,938	15,170	16,549
30	SPENCER TOWNSHIP	3,184	3,681	4,894	5,024
31	TALLMADGE TOWNSHIP	6,293	6,881	8,771	8,979
32	TYRONE TOWNSHIP	3,757	4,304	5,514	5,607
33	VERGENNES TOWNSHIP	2,492	3,611	7,101	7,445
34	WALKER	17,279	21,842	34,322	37,691
35	WYOMING	63,891	69,368	77,685	78,196
	TOTAL	557,847	648,138	883,308	923,727

Source: 1990 and 2000 U.S. Census of Population, 2030 and 2035 GVMC Socio-Economic Data projections

Figure 6 — GVMC MPO Area Population and Estimates

TRANSPORTATION MODELING PROCESS

Once all of the socio-economic (population and employment) data has been gathered and the most recent traffic counts are compiled, a transportation model is then used to project where roadway deficiencies are likely to occur by the year 2035. Information on current highway geometrics is gathered and included in the model. Information such as current number of lanes, capacity, roadway length, traffic count and speed are included in modeling calculations.

The results of the Grand Rapids regional model represent calibration to the year 2000. The last full model calibration was completed in 1999. This effort represents the migration of the travel demand modeling for the Grand Rapids urban area from the TRANPLAN platform which had been in use since the early 1990's to the TransCAD platform. TransCAD was chosen as the platform of choice by a statewide committee. This calibration effort involved not only the development of a completely new model there was a painstaking effort to duplicate the transportation network to an accuracy that had not been attained in older travel demand models to ensure that transportation planning decisions are made using the most accurate technology available.

The GVMC TransCAD model network is calibrated to a base year of 2000. The analysis included in as part of the plan process demonstrates that the GVMC model exceeds the calibration criteria established by the Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT) and the much stricter standards traditionally used by Grand Rapids MPO staff.

Once all of the deficiencies have been identified through the modeling process, an air quality analysis is completed to confirm that the activities proposed in the LRTP are not detrimental to air quality conditions in the metropolitan area. A more in depth explanation of the process used to make this determination is contained in the chapter on Air Quality Conformity.

GVMC Transportation Staff maintains a stand-alone document called the Model Calibration Report. This report provides documentation and technical details of the model calibration process. The report also provides a more detailed look at the modeling process. The figure on the following page summarizes the Transportation Modeling Process undertaken in the Grand Rapids metropolitan area.

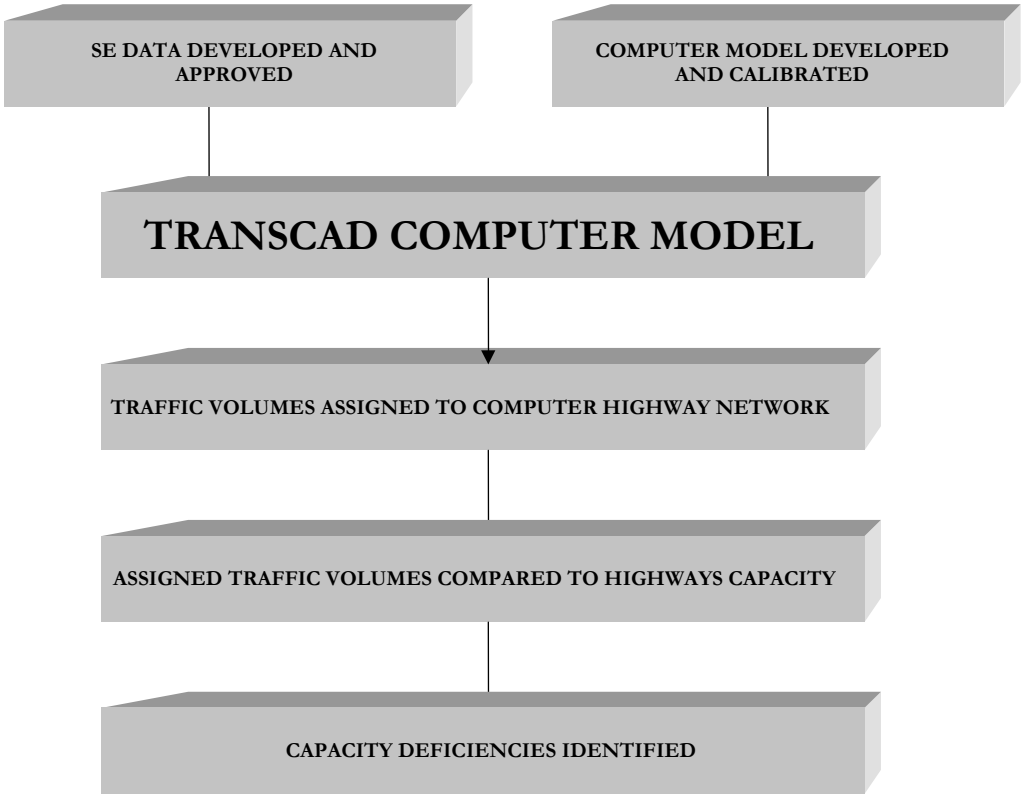


Figure 7 — Transportation Modeling Process

CONGESTION MANAGEMENT PROCESS

The passage of new legislation in the form of SAFETEA-LU has changed the way congestion is managed for urbanized areas. The planning process in Transportation Management Areas (TMAs) now must include a Congestion Management Process (CMP) rather than a Congestion Management System. The name change does not impact the core requirements nor diminish the importance of the congestion management process.

The change to a "process" comes about as a way to better incorporate congestion management into the more holistic planning process. In some cases, the congestion management function may have been carried out separate from the typical MPO planning process and separate from transportation system operational and management strategies. SAFETEA-LU strives to make the CMP an integral part of developing a long range transportation plan and a transportation improvement program.

In response to the changes in congestion management, GVMC has a Congestion Management Process in place which integrates the current traffic count database, the TransCAD model which includes current capacities, and future projections into one management system designed to identify congested facilities throughout the study area. Once congested facilities are identified, alternatives will be developed to alleviate the congested situation. Currently, GVMC maintains a database of over 4,000 counts at various locations throughout the area. A database containing capacities for every roadway facility is contained within the TransCAD model and the RIMS database. Annually, GVMC works with road agency to obtain 500-600 locations throughout the area. In addition, approach counts are taken at intersections, and vehicle occupancy rates are determined. Other information such as headways, peak hour factor, and commercial percentage, are also being gathered.

Federal transportation legislation requires Transportation Management Areas to develop and implement a Congestion Management Process (CMP) as part of the metropolitan transportation planning process (23 CFR 500). The CMP is intended to be a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation systems; evaluating and recommending alternative strategies to manage or mitigate current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage or mitigate congestion.

In Transportation Management Areas that are in non-attainment of ozone or carbon monoxide (CO) standards, Federal funds may not be expended for any new project that will significantly increase the carrying capacity for single-occupant vehicles (SOV's) unless the project results from a CMP. For the Grand Rapids area, a significant increase in carrying capacity for SOV's is defined as a project that adds one or more through-travel lanes for one half mile or more on a roadway classified as a Collector or higher on the Federal functional class map for the area.

In the early 1990's MPO staff developed a CMP to meet the federal regulations and serve the transportation planning needs of the urban area. The CMP includes an ongoing method to provide information on the performance of the transportation system and on alternative strategies to alleviate congestion and enhance mobility. The CMP emphasizes effective management of existing facilities through use of travel demand and operational management strategies. In cases where these methods are deemed ineffective to resolve the congestion issue of a corridor, capacity enhancing projects will be selected as the preferred alternative.

Grand Valley Metropolitan Council (GVMC) as the designated Metropolitan Planning

Organization (MPO) for the Grand Rapids urban area serves as the central focus for a wide variety of transportation planning activities that encompass all modes of transportation. GVMC coordinates and provides technical support to many regional planning studies. GVMC is also an important source of transportation data used in various traffic engineering studies and roadway design projects undertaken by its member jurisdictions and private consultant organizations. Consequently, GVMC needs accurate and objective data in order to maintain both the validity and the credibility of the decisions that may be based on these studies.

CMP COMPONENTS

The GVMC Congestion Management Process consists of 8 major components. These components include:

- CMP Network Definition
- Performance Measures
- System Monitoring/Data Collection
- Congestion Management Strategies
- System Evaluation
- Integration into MPO planning process
- Regionally Significant Projects not in CMP
- Review and Update

CMP NETWORK

For the purposes of data collection and system monitoring, many MPO's identify a subset of the regional street and highway network as their "CMP Network". GVMC made the decision many years ago to include the entire functionally classified street system in the CMP. The justification for including all roadway facilities in the system is simple. The area was and continues to grow at such a rapid rate that a low volume collector today could become a high volume arterial serving major residential and commercial areas in a short period of time. In some cases, roadways that are not currently functionally classified have also been included in the CMP due to the potential these facilities exhibit. Currently, the CMP for the Grand Rapids Area includes in excess of 1,450 center lane miles.

PERFORMANCE MEASURES

The only performance measure currently used by GVMC is Level of Service (LOS) based upon observed and projected Volume to Capacity (V/C) ratios. As its name implies, the volume-to-capacity ratio is simply the demand for travel on a roadway divided by the capacity of the roadway. Observed daily traffic volumes and characteristics of the CMP transportation roadway segments assembled by GVMC are used to calculate the volume-to-capacity ratio. Level of service grades corresponding to volume-to-capacity ratios are shown in Table 1. In order to attain GVMC's goal of level of service D, a roadway would have to have a volume-to-capacity ratio of 1.0 or less.
Roadway Volume-to-Capacity Ratios and Corresponding Level of Service

Roadway Volume-to-Capacity Ratio Roadway Level of Service Grade

V/C ratio	LOS
Less than 0.75	LOS A up to C
0.76 to 1.00	LOS D
1.01 to 1.24	LOS E
1.25 or above	LOS F

GVMC established a level of service goal of "D" (a volume to capacity ratio of 1.00 or less) for regionally significant roadway facilities as part of its Long-Range Transportation Plan (LRP) process. The LRP level of service guidance is maintained for all of the roadways contained in the CMP transportation network.

SYSTEM MONITORING AND DATA COLLECTION

The GVMC CMP currently incorporates a vast amount of data collection and system monitoring activities into the CMP Network. These activities include:

- Collection and analysis of observed traffic volumes from state and local agencies and private consultants, under contract with GVMC;
- Maintenance of a system wide database that includes at a minimum 24 hour counts for over 500 stations annually. This database encompasses approximately 90% of the CMS network. Counts used for the CMP are no older than 4 years.
- Maintenance of historical traffic volume data.
- Incorporation of all CMP data into GVMC Regional Infrastructure Management System (RIMS). RIMS is a GIS based data management system.
- Travel demand forecasting through the regional travel model, maintained by GVMC staff.

CONGESTION MANAGEMENT STRATEGIES

The GVMC CMP provides information about a wide range of congestion management strategies applicable to the Grand Rapids area. Using a CMP "cafeteria plan", the MPO committees can select the appropriate solution for recurring congested locations.

The intent of the CMP "cafeteria plan" is to provide a reference for the development of alternative strategies for consideration in Corridor Studies and special studies, which may be conducted within the context of the Grand Rapids metropolitan transportation planning process.

GVMC CMP strategies include:

A. Highway Projects;
B. Transit Projects;
C. Intelligent Transportation System (ITS) and Transportation System Management (TSM) Strategies;
D. Transportation Demand Management (TDM) Strategies;
E. Land Development Strategies
F. Bicycle and Pedestrian Projects; and
G. Access Management Strategies;

A. Highway Projects

The Long Range Transportation Plan for the area presents the potential highway infrastructure projects that may be applicable for the Grand Rapids area. The regional travel model and RIMS are the primary analysis tools to assess the transportation impacts.

B. Transit Projects

Transit services and infrastructure projects have traditionally been implemented in regions to provide an alternative to automobile travel potentially reducing peak-period congestion and improving mobility and accessibility for commuters. The 2020 Mobile Metro Plan presents the transit projects that may be applicable for the area. These projects tend to reduce system wide VMT in relatively small increments

but do improve corridor and system wide accessibility, improve roadway travel times, and decrease congestion on the roadway system. The 2020 Mobile Metro Plan is the Long Range Plan for the regional transit provider in the Grand Rapids area, the Interurban Transit Partnership (ITP-The Rapid). The contents of the 2020 Mobile Metro Plan are discussed in more detail in the Transit/Transportation Demand Management chapter.

C. Intelligent Transportation System (ITS) and Transportation System Management (TSM)

Intelligent Transportation System (ITS) and Transportation System Management (TSM) strategies have traditionally focused on improving the operation of the transportation system without major capital investment and cost. While ITS strategies may be costly compared to more traditional TSM strategies, their relative congestion reduction impacts can be significant. ITS and TSM strategies that may be applicable for the Grand Rapids area are discussed in the ITS section of this document.

D. TDM Measures

Transportation demand management (TDM) strategies are used to reduce travel during the peak, commute period. They are also used to help the area meet air quality conformity standards, and are intended to provide ways to provide congestion relief/mobility improvements without high cost infrastructure projects. TDM strategies can potentially build upon current initiatives being implemented in the region such as the local ride share program, funded through the MPO.

E. Land Development Strategies

Land development strategies have been used in some areas to manage transportation demand on the system, and to help agencies meet air quality conformity standards. Land development strategies can include limits on the amount and location of development until certain service standards are met, or policies that encourage development patterns better served by public transportation and non-motorized modes. The Grand Valley Metropolitan Council Blueprint strives to work with local jurisdictions to plan for land development strategies that strike an appropriate balance between land use and transportation.

F. Bicycle and Pedestrian Projects

Non-motorized modes of transportation, such as biking and walking, are often overlooked as alternatives for alleviating congestion. Investments in these modes can increase safety and mobility in a cost-efficient manner, while providing a zero-emission alternative to motorized modes. The strategies listed can be implemented in the area with relatively little cost, but tend to have local rather than system wide impacts. The effectiveness of an investment in non-motorized travel depends heavily on coordination with local land use policies and connections with other modes, such as transit, for longer distance travel. Safety and aesthetics should also be emphasized in the design of bicycle and pedestrian facilities in order to increase their attractiveness.

G. Access Management

Access management is a broad concept that can include everything from curb cut restrictions on local arterials to minimum interchange spacing on freeways. Restricting turning movements on local arterials can reduce accidents and prevent turning vehicles from impeding traffic flow. Similarly, eliminating

merge points and weaving sections at freeway interchanges increases the capacity of the facility. Access management strategies can be used in either the modification or original design of a facility.

SYSTEM EVALUATION

The implementation of CMP strategies are tracked through the development of the TIP. Evaluation of implemented CMP strategies are conducted as "before and after" studies for individual projects, through modeling exercises or through spot reviews of the benefits and costs of project types, as appropriate. At a minimum the network for the regional travel demand forecasting model will be updated every three years, in advance of each long range plan update, to reflect implemented CMP strategies involving highway or increased transit capacity into the existing network.

INTEGRATION INTO MPO PLANNING PROCESS

The GVMC CMP is only one component of the overall metropolitan planning process. It is integrated with the Long Range Transportation Plan (LRP), Transportation Improvement Program (TIP) and Corridor Studies/Special Studies through its data and analysis functions. These relationships are summarized below.

Relationship to the LRP

The GVMC CMP is related to the development of the regional Long-Range Transportation Plan in three ways:

1. The CMP provides system performance information which may be used by GVMC staff to identify corridors or segments for detailed analysis in Corridor or Special Studies, as recommended by the LRP; and

2. The CMP Cafeteria Plan provides alternative congestion management strategies for consideration in items such as Corridor Studies, which ultimately provide recommendations for preferred strategies to be incorporated into the LRP.

3. The CMP provides system performance information for local jurisdictions who sponsor improvement projects. This information may influence their recommended projects for incorporation in the LRP;

Relationship to the TIP

The GVMC CMP is related to the development of the regional Transportation Improvement Program in three ways:

1. The CMP provides system performance information for project sponsors, which may influence their recommended projects for incorporation in the TIP;

2. The CMP provides system performance information for use by GVMC in evaluating projects nominated for inclusion in the TIP; and

3. The CMP provides information about alternative congestion management strategies considered for SOV capacity projects to be advanced using federal funds.

Relationship to Other Special Studies

The GVMC CMP is related to the development of Corridor Studies and Special Studies in two ways:

1. The CMP provides system performance information which may be used by GVMC to identify corridors or segments for detailed analysis in Corridor or Areawide Studies; and

2. The CMP Cafeteria Plan provides alternative congestion management strategies for consideration in items such as Corridor Studies and Special Studies.

RELATIONSHIP TO THE REGIONAL INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ARCHITECTURE

All ITS strategies implemented from the CMP Cafeteria Plan will be consistent with the Regional ITS Architecture. GVMC will ensure that both the Regional ITS Architecture and the CMS Cafeteria Plan are reviewed for consistency and reconciled as necessary when either is updated.

REGIONALLY SIGNIFICANT PROJECTS NOT IN CMP

Occasionally, regionally significant projects on facilities not included on the CMP network are considered for implementation. Due to the fact that all federal aid urban facilities in the study area are included in the GVMC CMP, only new facilities would fall into the category of regionally significant facilities not in the CMP. In these cases CMP cafeteria options are followed as described below:

1. An analysis of alternatives, including TDM and TSM, is conducted in the context of a Major Investment Study, Corridor Study or development of a NEPA Environmental Document to develop the preferred strategy for the project; and

2. The development of alternatives for Corridor Studies, Special Studies or NEPA Document includes a review of the strategies catalogued in the GVMC CMP cafeteria plan; and

3. The documentation of the study describes how the CMP cafeteria plan strategies were addressed in the development of the preferred strategy.

REVIEW AND UPDATE

All elements of the GVMC CMP are reviewed and updated periodically to reflect changes to the region's transportation goals and objectives and transportation systems.

At a minimum:

1. The CMP Network is updated every four years, in advance of each update to the Long-Range Transportation Plan;

2. CMP Network performance is analyzed every four years by GVMC, in advance of each update to the Plan;

3. The regional travel demand forecasting model network is updated every four years, in advance of each Plan update;

4. Observed traffic volumes are incorporated into the CMP database and RIMS as they are made available to GVMC;

5. Policies and procedures governing the CMP are reviewed and revised as necessary to address changes to regional transportation goals and/or federal rules and requirements.

CORRIDORS/SEGMENTS IN THE CMP

A product generated through the CMP in conjunction with the transportation demand model is a list of congested corridors and segments. A corridor or segment must appear on this list to be considered for future capacity related improvements. Each corridor or segment on this list is compared with the congestion management strategies to identify possible alternatives to address the deficiency.

Figure 8 — List of Congested Corridors and Segments by Jurisdiction

	Corridor/Segment	From	To	Jurisdiction
1	Northland Dr	13 Mile Rd	14 Mile Rd	Algoma Twp - KCRC
2	10 Mile Rd	2700' West of Wolven Ave	Childsdale Ave	Algoma Twp - KCRC
3	Northland Dr	M-57 (14 Mile Rd)	15 Mile Rd	Algoma Twp - KCRC
4	10 Mile Rd	Mary Ester Dr	Algoma Ave	Algoma Twp - KCRC
5	10 Mile Rd	Pine Island Dr	Mary Ester Dr	Algoma Twp - KCRC
6	10 Mile Rd	Division Ave	Pine Island Dr	Algoma Twp - KCRC
7	48th Ave	Fillmore St	M-45 (Lake Michigan Dr)	Allendale Twp - OCRC
8	68th Ave	M-45 (Lake Michigan Dr)	Warner St	Allendale Twp - OCRC
9	68th Ave	Warner St	Leonard St	Allendale Twp - OCRC
10	68th Ave	Pierce St	M-45 (Lake Michigan Dr)	Allendale Twp - OCRC
11	68th Ave	Fillmore St	Pierce St	Allendale Twp - OCRC
12	4 Mile Rd	Bristol Ave	Old Orchard Dr	Alpine Twp - KCRC
13	4 Mile Rd	Peach Ridge Ave	Walker Ave	Alpine Twp - KCRC
14	4 Mile Rd	Walker Ave	Bristol Ave	Alpine Twp - KCRC
15	Fruit Ridge Ave	4 Mile Rd	5 Mile Rd	Alpine Twp - KCRC
16	Fruit Ridge Ave	5 Mile Rd	6 Mile Rd	Alpine Twp - KCRC
17	Fruit Ridge Ave	6 Mile Rd	7 Mile Rd	Alpine Twp - KCRC
18	Fruit Ridge Ave	7 Mile Rd	8 Mile Rd	Alpine Twp - KCRC
19	100th St	NB US-131 Ramps	Division Ave	Byron Twp - KCRC
20	68th St	Clyde Park	Burlingame	Byron Twp - KCRC
21	76th St	Burlingame Ave	Clyde Park Ave	Byron Twp - KCRC
22	Patterson Ave	28th St	36th St	Cascade Twp - KCRC
23	Wealthy St	East Grand Rapids CL	Plymouth	City of East Grand Rapids
24	Breton Rd	Lake St	Hall St	City of East Grand Rapids
25	Wealthy St	Division Ave	Lafayette Ave	City of Grand Rapids
26	Fuller St	Franklin St	Wealthy St	City of Grand Rapids
27	Leonard St	Carpenter	Oakleigh Ave	City of Grand Rapids
28	Covell St	Lake Michigan Dr	Leonard St	City of Grand Rapids
29	Lake Michigan Dr	Fulton St Turnoff	Garfield Ave	City of Grand Rapids
30	Division Ave	Cottage Grove	Home	City of Grand Rapids
31	Lyon St	Division Ave	Lafayette	City of Grand Rapids
32	Walker Ave	32' N of CL Leonard St	Grand Rapids north CL	City of Grand Rapids
33	3 Mile Rd	Fuller Ave	Grand Rapids east CL	City of Grand Rapids
34	Knapp St	Plainfield Ave	Diamond Ave	City of Grand Rapids
35	Knapp St	Diamond Ave	Fuller Ave	City of Grand Rapids

36	Breton Ave	28th St	Burton St	City of Grand Rapids
37	College Ave	EB I-196 ramps	WB I-196 ramps	City of Grand Rapids
38	College Ave	Michigan St	I-196 Ramps	City of Grand Rapids
39	Burton St	US-131	Buchanan Ave	City of Grand Rapids
40	Burton St	Division Ave	Eastern Ave	City of Grand Rapids
41	Burton St	Plymouth Ave	Breton Ave	City of Grand Rapids
42	Burton St	Breton Ave	M-37 (East Beltline)	City of Grand Rapids
43	Knapp St	M-44 (East Beltline Ave)	Dunnigan Ave	City of Grand Rapids - KCRC
44	Rivertown Pkwy	Ivanrest Ave	Wilson Ave	City of Grandville
45	Ivanrest Ave	Rivertown Pkwy	Grandville south CL	City of Grandville
46	Kenowa Ave	Curve (Ottawa/Kent Co line)	Tyler/36th St	City of Grandville
47	44th St (WB)	Grandville east CL	Ivanrest Ave	City of Grandville - KCRC
48	52nd St/Kellogg Woods Dr	Division Ave	Eastern Ave	City of Kentwood
49	East Paris Ave	36th St	Swank Dr	City of Kentwood
50	Kalamazoo Ave	44th St	52nd St	City of Kentwood
51	32nd St	Grand Rapids/Kentwood CL	Breton Ave	City of Kentwood
52	32nd St	Breton Ave	Shaffer Ave	City of Kentwood
53	Kalamazoo Ave	52nd St	60th St	City of Kentwood
54	44th St	Eastern Ave	Kalamazoo Ave	City of Kentwood - KCRC
55	Forest Hill Ave	Cascade Rd	I-96	City of Kentwood - KCRC
56	3 Mile Rd	West of Walker Ave	Peach Ridge Ave	City of Walker
57	Walker Ave	Sharp St	Waldorf St	City of Walker
58	Fruit Ridge Ave	I-96 EB On Ramp	I-96 WB Off Ramp	City of Walker
59	Walker Ave	Northridge Dr	4 Mile Rd	City of Walker
60	Division Ave	54th St	60th St	City of Wyoming
61	44th St	Clyde Park Ave	500' West	City of Wyoming
62	44th St	Clyde Park Ave	SB US-131 Ramps	City of Wyoming
63	44th St	SB US-131 Ramps	NB US-131 Ramps	City of Wyoming
64	44th St	Clay Ave	Buchanan Ave	City of Wyoming
65	44th St	NB US-131 Ramps	Clay Ave	City of Wyoming
66	44th St	Buchanan Ave	Division Ave	City of Wyoming
67	44th St	Wyoming west CL	Byron Center Ave	City of Wyoming
68	52nd St	Ivanrest Ave	Byron Center Ave	City of Wyoming
69	52nd St	Byron Center Ave	Burlingame Ave	City of Wyoming
70	52nd St	Burlingame Ave	Clyde Park Ave	City of Wyoming
71	56th St	Ivanrest Ave	Byron Center Ave	City of Wyoming
72	Burton St	De Hoop Ave	Clyde Park Ave	City of Wyoming
73	68th St	Division Ave	Kalamazoo Ave	Gaines Twp - KCRC
74	60th St	Division Ave	Eastern Ave	Gaines Twp - KCRC
75	Eastern Ave	60th St	68th St	Gaines Twp - KCRC
76	76th St	Eastern Ave	Kalamazoo Ave	Gaines Twp - KCRC
77	68th St	Plaster Creek	2700' east of Hanna Lake	Gaines Twp - KCRC
78	Hanna Lake Ave	68th St	Wing Ave	Gaines Twp - KCRC
79	28th Ave	Hudsonville CL	Baldwin St	Georgetown Twp - OCRC
80	Fillmore St/Cottonwood Dr	48th Ave	Taylor St	Georgetown Twp - OCRC
81	Baldwin St	Cottonwood Dr	Main St Curve	Georgetown Twp - OCRC
82	Port Sheldon St	48th Ave	40th Ave	Georgetown Twp - OCRC
83	28th Ave	Baldwin St	Bauer Rd	Georgetown Twp - OCRC
84	Cottonwood Dr	Bauer Rd	Fillmore St	Georgetown Twp - OCRC
85	Cottonwood Dr	Baldwin St	Bauer Rd	Georgetown Twp - OCRC

86	48th Ave	Bauer Rd	Fillmore St	Georgetown Twp - OCRC
87	I-196/ Baldwin Int.	I-196	Baldwin Rd	Georgetown Twp/MDOT
88	3 Mile Rd	Dean Lake Ave	Leffingwell Ave	Grand Rapids Twp - KCRC
89	3 Mile Rd	Leffingwell Ave	M-44 (East Beltline Ave)	Grand Rapids Twp - KCRC
90	Knapp St	Grand Rapids east CL	Leffingwell Ave	Grand Rapids Twp - KCRC
91	Forest Hill Ave	M-21 (Fulton St)	Ada Dr	Grand Rapids Twp - KCRC
92	Knapp St	East Grand Rapids CL	West of Leffingwell	Grand Rapids Twp - KCRC
93	I-196	Grand River/US-131 int.	Fuller Ave	MDOT
94	I-196 Bridges	Ottawa Ave/Ionia Ave	I-196/I-96 Junction	MDOT
95	I-196	Fuller Ave	I-96/I-196 Junction	MDOT
96	I-196	Grand River/US-131 int.	Fuller Ave	MDOT
97	I-196	Fuller Ave	I-96/I-196 Junction	MDOT
98	M-44/M-37	Knapp St	M-21 (Fulton St)	MDOT
99	I-196	Ottawa Ave	Division Ave	MDOT
100	I-96	Leonard St	Cascade Rd	MDOT
101	I-96	At I-196 and M-21 (Fulton St)		MDOT
102	I-196	US-131	M-45 (Lake Michigan Dr)	MDOT
103	I-96	Walker Ave	M-37 (Alpine Ave)	MDOT
104	I-96	M-37 (Alpine Ave)	US-131	MDOT
105	I-96	Leonard St	M-37 (East Beltline)	MDOT
106	I-96	M-37 (East Beltline Ave)	M-21 (Fulton St)	MDOT
107	I-96	M-21 (Fulton St)	Cascade Rd	MDOT
108	I-96	Cascade Rd	M-11 (28th St)	MDOT
109	I-96	M-11 (28th St)	M-6 Interchange	MDOT
110	I-196	Chicago Dr	44th St	MDOT
111	I-196	44th St	M-6 Interchange	MDOT
112	I-196	M-6 Interchange	32nd Ave	MDOT
113	I-96	US-131	M-44 CONN (Plainfield Ave)	MDOT
114	I-96	M-44 CONN (Plainfield Ave)	Leonard St	MDOT
115	I-96	M-6 Interchange	East Kent County Line	MDOT
116	US-131	South Kent County Line	76th St	MDOT
117	US-131	36th St	M-11 (28th St)	MDOT
118	US-131	Wealthy St	Pearl St	MDOT
119	US-131	Pearl St	I-196 Interchange	MDOT
120	US-131	I-196 Interchange	Leonard St	MDOT
121	US-131	10 Mile Rd	14 Mile Rd	MDOT
122	M-11 (28th St)	Breton Ave	M-37 (East Beltline Ave)	MDOT
123	M-11 (28th St)	Buchanan Ave	Division Ave	MDOT
124	M-11 (28th St)	Burlingame Ave	Michael/DeHoop Ave	MDOT
125	M-11 (28th St)	Byron Center Ave	Burlingame Ave	MDOT
126	M-11 (28th St)	Clyde Park Ave	Buchanan Ave	MDOT
127	M-11 (28th St)	Division Ave	Madison Ave	MDOT
128	M-11 (28th St)	M-37 (East Beltline Ave)	Lake Eastbrook Ave	MDOT
129	M-11 (28th St)	East Paris Ave	Patterson Ave	MDOT
130	M-11 (28th St)	Eastern Ave	Kalamazoo Ave	MDOT
131	M-11 (28th St)	I-196	Ivanrest Ave	MDOT
132	M-11 (28th St)	Ivanrest Ave	Byron Center Ave	MDOT
133	M-11 (28th St)	Kalamazoo Ave	Breton Ave	MDOT
134	M-11 (28th St)	Lake Eastbrook Ave	East Paris Ave	MDOT
135	M-11 (28th St)	Madison Ave	Eastern Ave	MDOT

136	M-11 (28th St)	Michael/De Hoop Ave	Clyde Park Ave	MDOT
137	M-11 (28th St)	Patterson Ave	I-96	MDOT
138	M-11 (Wilson Ave)	Remembrance Rd	Leonard St	MDOT
139	M-11 (Wilson Ave)	Leonard St	M-45 (Lake Michigan Dr)	MDOT
140	M-21 (Fulton St)	Pettis Ave	Alden Nash Ave	MDOT
141	M-37 (Alpine Ave)	South of 6 Mile Rd	I-96	MDOT
142	M-37 (Broadmoor Ave)	M-11 (28th St)	32nd St Bridges	MDOT
143	M-37 (Broadmoor Ave)	92nd Ave	South Kent County Line	MDOT
144	M-37 (Broadmoor Ave)	North of 76th St	92nd Ave	MDOT
145	M-37 (East Beltline)	M-11 (28th St)	North of Lake Eastbrook Ave	MDOT
146	M-37 (East Beltline)	North of Lake Eastbrook Ave	I-96	MDOT
147	M-44 (Belding Rd)	Wolverine Blvd	Myers Lake Ave	MDOT
148	M-44 (East Beltline)	I-96	Knapp St	MDOT
149	M-44 (Northland Dr)	M-44 CONN (Plainfield Ave)	Belding Rd	MDOT
150	M-44CONN (Plainfield Ave)	North of I-96	Jupiter Ave Extension	MDOT
151	M-57 (14 Mile Rd)	East of US-131	Northland Dr	MDOT
152	M-11 (Wilson Ave)	South of M-45	I-196	MDOT
153	US-131	Ann St	Leonard St	MDOT
154	US-131	I-96	10 Mile Rd	MDOT
155	I-96	Walker Ave	M-44 CONN (Plainfield Ave)	MDOT
156	US-131	Wealthy St	M-11 (28th St)	MDOT
157	College Ave/Fuller Ave	at I-196		MDOT/Grand Rapids
158	Northland Dr	16 Mile Rd	Cedar Springs South Limits	Nelson Twp - KCRC
159	West River Dr	Jupiter Ave	Verta Ave	Plainfield Twp - KCRC
160	West River Dr	Verta Ave	M-44 (Northland Dr)	Plainfield Twp - KCRC
161	Post Dr	US-131	Pine Island Dr	Plainfield Twp - KCRC
162	7 Mile Rd	Division Ave	Pine Island Dr	Plainfield Twp - KCRC
163	US-131	At 44th St		Wyoming/MDOT

INTERSECTIONS IN THE CMP

Intersection data and management is not encompassed within the 8 major components of the GVMC Congestion Management Process but is a vital part of the process nonetheless. Well over 100 intersections have been identified as having some form of congestion and have further been identified as needing additional study or analysis to formulate a recommendation. Most of the intersections have been studied by Grand Valley Metropolitan Council staff, consultants retained by Grand Valley Metropolitan Council staff or by a local agency within the MPO. The list of intersections is provided on the next page with information about the location of the intersection and what actions or recommendations have taken place for that particular intersection.

Other intersections/corridors will be identified for future study or analysis. This list will be reviewed periodically to see if any improvements made reduce the amount of future congestion seen on those intersections.

Figure 9 — List of Congested Intersections with Location and Status

	Boundary 1	Boundary 2	Agency	Status
1	Northland Dr	17 Mile Rd	Cedar Springs	Improved with non-federal funds 2003
2	29th St	Breton Ave	Grand Rapids	
3	Alpine Ave	Ann St	Grand Rapids	
4	Alpine Ave	Leonard St	Grand Rapids	Submitted for Safety funding 2006-2007
5	Alpine Ave	Richmond St	Grand Rapids	Submitted for Safety funding 2006-2007
6	Burton St	Breton Ave	Grand Rapids	
7	Burton St	Division Ave	Grand Rapids	
8	Burton St	Eastern Ave	Grand Rapids	
9	Division Ave	Fulton St	Grand Rapids	
10	Division Ave	Hall St	Grand Rapids	
11	Division Ave	Wealthy St	Grand Rapids	
12	Fuller Ave	Fulton St	Grand Rapids	
13	Fuller Ave	Michigan St	Grand Rapids	Improved with Safety funds 2005
14	Fuller Ave	Plainfield Ave	Grand Rapids	
15	Ionia Ave	Michigan St	Grand Rapids	Part of Wayne State Study Improvements Pending
16	Lake Dr	Fulton St	Grand Rapids	
17	Leonard St	Diamond Ave	Grand Rapids	Improved with CMAQ funds 2003
18	Leonard St	Fuller Ave	Grand Rapids	
19	Leonard St	Plainfield Ave	Grand Rapids	
20	Leonard St	US-131/Scribner/Front	Grand Rapids	Constrained Intersection
21	Leonard St	Walker Ave	Grand Rapids	
22	Market Ave	Wealthy St	Grand Rapids	
23	Michigan St	College Ave	Grand Rapids	Improved with Safety funds 2004
24	Monroe Ave	Ann St	Grand Rapids	
25	Monroe Ave	Pearl St	Grand Rapids	Constrained Intersection
26	Plainfield Ave	Knapp St	Grand Rapids	
27	Chicago Dr	Wilson Ave	Grandville	Improved with Safety funds 2004
28	32nd Ave	New Holland St	Hudsonville	Improved as part of 2002 STP-Urban project
29	Chicago Dr	32nd Ave	Hudsonville	
30	32nd Ave	Highland Dr	Hudsonville	Future CMAQ submittal
31	28th St	Thornhills Ave	KCRC	Signal to be improved in 2007
32	36th St	Patterson Ave	KCRC	Improved with local funds in 2006
33	44th St	Patterson Ave	KCRC	Improved with non-federal funds in 2004
34	44th St	Shaffer Ave	KCRC	Improved with CMAQ project 2006
35	68th St	Division Ave	KCRC	Improved with STP-Urban project 2002
36	84th St	Byron Center Ave	KCRC	Improved with Safety funds 2005
37	84th St	Division Ave	KCRC	
38	84th St	Eastern Ave	KCRC	Improved with Safety funds 2005
39	84th St	Kalamazoo Ave	KCRC	Improved with CMAQ funds 2003
40	Belmont Ave	10 Mile Rd	KCRC	Submitted for CMAQ funding 2009

41	Cascade Rd	East Paris Ave	KCRC	Part of Wayne State Study Improvements Pending
42	Forrest Hills Ave	Cascade Rd	KCRC	Submitted for CMAQ funding 2007
43	Wilson Ave	Rivertown Parkway	KCRC	Improved as part of Rivertown Mall development
44	28th St	Kraft Ave	KCRC	New Submittal
45	28th St	Cascade Rd	KCRC	New Submittal
46	84th St	Burlingame Ave	KCRC	New Submittal
47	76th St	Division Ave	KCRC	New Submittal
48	68th St	Clyde Park Ave	KCRC	New Submittal
49	76th St	Clyde Park Ave	KCRC	New Submittal
50	68th St	Clay Ave	KCRC	New Submittal
51	68th St	Kalamazoo Ave	KCRC	New Submittal
52	Kalamazoo Ave	Edgeknoll Dr	KCRC	New Submittal
53	Kalamazoo Ave	Eastport Dr	KCRC	New Submittal
54	Knapp St	Grand River Ave	KCRC	New Submittal
55	Knapp St	Pettis Ave	KCRC	New Submittal
56	West River Dr	Jupiter Ave	KCRC	New Submittal
57	Post Dr	US-131	KCRC	New Submittal
58	10 Mile Rd	US-131	KCRC	New Submittal
59	West River Dr	Lamoureaux Dr	KCRC	New Submittal
60	West River Dr	4 Mile Rd	KCRC	New Submittal
61	100th St	US-131	KCRC	New Submittal
62	100th St	Division Ave	KCRC	New Submittal
63	36th St	Thornapple River Dr	KCRC	New Submittal
64	Cascade Rd	Alden Nash Dr	KCRC	New Submittal
65	44th St	I-196	KCRC/GVILLE	Part of Wayne State Study Improvements Pending
66	44th St	Ivanrest Ave	KCRC/GVILLE	Improved with EDF-C project 2006
67	28th St	Patterson Ave	KCRC/KW	Part of Wayne State Study Improvements Pending
68	44th St	Eastern Ave	KCRC/KW	Improved with CMAQ project 2005
69	60th St	Kalamazoo Ave	KCRC/KW	Will be improved as part of future Safety project
70	60th St	Valley Lane	KCRC/KW	New Submittal
71	44th St	Division Ave	KCRC/KW/WY	Improved with EDF-C project 2005
72	10 Mile Rd	Main St	KCRC/Rock	New Submittal
73	10 Mile Rd	Fremont St	KCRC/Rock	New Submittal
74	10 Mile Rd	Wolverine Blvd	KCRC/Rock	New Submittal
75	4 Mile Rd	Walker Ave	KCRC/Walker	New Submittal
76	4 Mile Rd	Fruitridge Ave	KCRC/Walker	New Submittal
77	32nd St	Breton Ave	Kentwood	Part of Wayne State Study Improvements Pending
78	44th St	Breton Ave	Kentwood	Improved with EDF-C project 2002
79	52nd St	Breton Ave	Kentwood	To be improved with future extension project (pre.plat.)
80	52nd St	Eastern Ave	Kentwood	Part of Wayne State Study Improvements Pending
81	52nd St	Kalamazoo Ave	Kentwood	Submitted for CMAQ funding 2009
82	Burton St	East Paris Ave	Kentwood	Will be improved with added turn lane, date TBD

83	54th St	Division Ave	KW/WY	Part of Wayne State Study Improvements Pending
84	28th St	Breton Ave	MDOT/GR	Part of Wayne State Study Improvements Pending
85	28th St	Eastern Ave	MDOT/GR	Part of Wayne State Study Improvements Pending
86	28th St	Kalamazoo Ave	MDOT/GR	Part of Wayne State Study Improvements Pending
87	East Beltline Ave	Burton St	MDOT/GR	Part of Wayne State Study Improvements Pending
88	28th St	Broadmoor Ave	MDOT/GR/KW	Improved with MDOT project 2004
89	28th St	East Paris Ave	MDOT/GR/KW	Part of Wayne State Study Improvements Pending
90	28th St	Lake Eastbrook Blvd	MDOT/GR/KW	Part of Wayne State Study Improvements Pending
91	East Beltline Ave	Lake Eastbrook Blvd	MDOT/GR/KW	Submitted for CMAQ funding 2007-2008
92	28th St	Division Ave	MDOT/GR/WY	Improved with MDOT project 2004
93	Alpine Ave	Henze Dr	MDOT/KCRC	Part of Wayne State Study/To be improved 2008
94	Alpine Ave	4 Mile Rd	MDOT/KCRC/WK	Studied as part of 4 Mile Rd Corridor Study
95	Alpine Ave	3 Mile Rd	MDOT/Walker	Improved with non-federal funds in 2003
96	Alpine Ave	Center Dr	MDOT/Walker	Submitted for CMAQ funding 2009
97	Alpine Ave	Kingsbury St	MDOT/Walker	Part of Wayne State Study Improvements Pending
98	Alpine Ave	Old Orchard Dr	MDOT/Walker	Part of Wayne State Study Improvements Pending
99	Lake Michigan Dr	Kinney Ave	MDOT/Walker	New Submittal
100	28th St	Burlingame Ave	MDOT/Wyoming	Part of Wayne State Study Improvements Pending
101	28th St	Clyde Park Ave	MDOT/Wyoming	Part of Wayne State Study Improvements Pending
102	44th St	US-131 NB	MDOT/Wyoming	Will be improved as part of HPPP in 2009
103	44th St	US-131 SB	MDOT/Wyoming	Will be improved as part of HPPP in 2009
104	12th Ave	Baldwin St	OCRC	
105	12th Ave	Chicago Dr/Rosewood	OCRC	
106	20th Ave	Baldwin St	OCRC	Will be improved as part of 2007 STP-Urban project
107	36th Ave	Port Sheldon Rd	OCRC	
108	48th Ave	Port Sheldon Rd	OCRC	
109	Baldwin St	Cottonwood Dr	OCRC	Part of Wayne State Study Improvements Pending
110	Chicago Dr	Main St	OCRC	Part of Wayne State Study Improvements Pending
111	Chicago Dr	Port Sheldon Rd	OCRC	
112	Port Sheldon Rd	40th Ave	OCRC	New Submittal
113	Port Sheldon Rd	48th Ave	OCRC	New Submittal
114	48th Ave	Fillmore St	OCRC	New Submittal
115	44th St	Kenowa Ave	OCRC/Gville	
116	3 Mile Rd	Fruitridge Ave	Walker	Submitted for CMAQ funding 2008
117	Alpine Ave	3 Mile Rd	Walker	New Submittal
118	Wilson Ave	Remembrance Rd	Walker	New Submittal
119	3 Mile Rd	Walker Ave	Walker	New Submittal
120	3 Mile Rd	Kinney Ave	Walker	New Submittal
121	36th St	Clyde Park Ave	Wyoming	
122	36th St	Division Ave	Wyoming	
123	44th St	Burlingame Ave	Wyoming	
124	44th St	Byron Center Ave	Wyoming	Improved with CMAQ project 2003

125	44th St	Clyde Park Ave	Wyoming	Submitted for EDF-C funding 2007
126	52nd St	Burlingame Ave	Wyoming	
127	Burton St	Burlingame Ave	Wyoming	
128	Burton St	Clyde Park Ave	Wyoming	Improved with Safety funds 2004

Essentially, a corridor or segment must be identified as a capacity deficiency before it can be included as a capacity improvement project in the Long Range Transportation Plan. The process dictates that the Grand Rapids metropolitan area strives to address as many of the deficiencies as there is funding available. In cases where funding levels do not meet the level of demand for improvements, projects are listed in the unfunded (illustrative) section of the Plan.

All capacity deficiencies identified through the Congestion Management Process are compared with all of the options provided in the CMP Cafeteria Plan. An alternative that somehow widens a roadway facility is the last option of the CMP. The widening alternative is only pursued when all other alternatives within the CMP Cafeteria Plan have been analyzed and found to not adequately address the capacity deficiency in question.

PAVEMENT MANAGEMENT SYSTEM

The Grand Valley Metropolitan Council has made a conscious decision to be a national leader in the field of pavement management and was one of the first MPOs in the United States to employ a pavement management system.

In 1995, a subcommittee of the GVMC Technical Committee was formed to evaluate various needs associated with developing a pavement management system for the area. The PaMS Committee, with the assistance of a consultant decided that the PAVER system was the most efficient and cost effective platform for the PaMS. PAVER was originally developed by the Army Corps of Engineers as an airport runway condition system. In later years, it was modified to accommodate the inclusion of highway conditions. PAVER measures for 38 unique distress types, 19 for concrete and 19 for asphalt. The PaMS data was gathered over a period of two years. Initial data gathering began in the Summer of 1996. The remainder of the network data was gathered in the Summer of 1997. Data was updated regularly in order to keep the system current.

A unique aspect of the PaMS development was that each road-providing member was given the opportunity to have data gathered on their local street system at the same cost as was provided to GVMC. In addition, training was provided on the process of pavement condition data gathering, and the use of the PAVER software. Funding was allocated through GVMC to provide software, training, and technical support to any local road-provider who would like to include local roads in their surveys.

Through participation on the PaMS Committee a community was given the opportunity to maintain their own database in regard to which roadway segments have had maintenance work implemented. GVMC staff will be responsible for the maintenance of the entire system on an annual basis. Annually, staff gathered maintenance records or PaMS databases from each of the road providing jurisdictions. Then when the PAVER database was updated, new condition information could be derived.

Beginning in 1998 and running through 2005, the GVMC began gathering information on 1/3 of the system every year, so that the entire functionally classified system will be surveyed at least once every three years. Data was manually collected in the field by consultant staff physically walking each segment and manually measuring distresses. Data was collected at a rate of up to 8 miles per day. While this system served its purpose for local members, there were some drawbacks including cost per mile, which by 2005 had grown to $235 per mile. Also, data was gathered using a sampling system which reflected about 10% of the entire federal aid network.

The data gathered through this process served to identify the PCI (pavement condition index) for every segment of the federal aid roadway system in the Grand Rapids metro area. The range of values is 100 for a new roadway and 0 for a roadway that has reached complete failure. Thresholds were set by the GVMC Transportation Committees to identify roadways that were eligible for resurfacing projects (70 PCI or lower) and reconstruction projects (45 PCI or lower). Staff generates a master database/list of the PCI ratings for every segment on the network. When the project programming is done in the Grand Rapids area through the development of the Transportation Improvement Program, only segments which qualify based on their PCI can be selected for federal aid funding. All eligible segments are identified by GVMC staff and the Transportation Programming Study Group selects which segments will be included in the program.

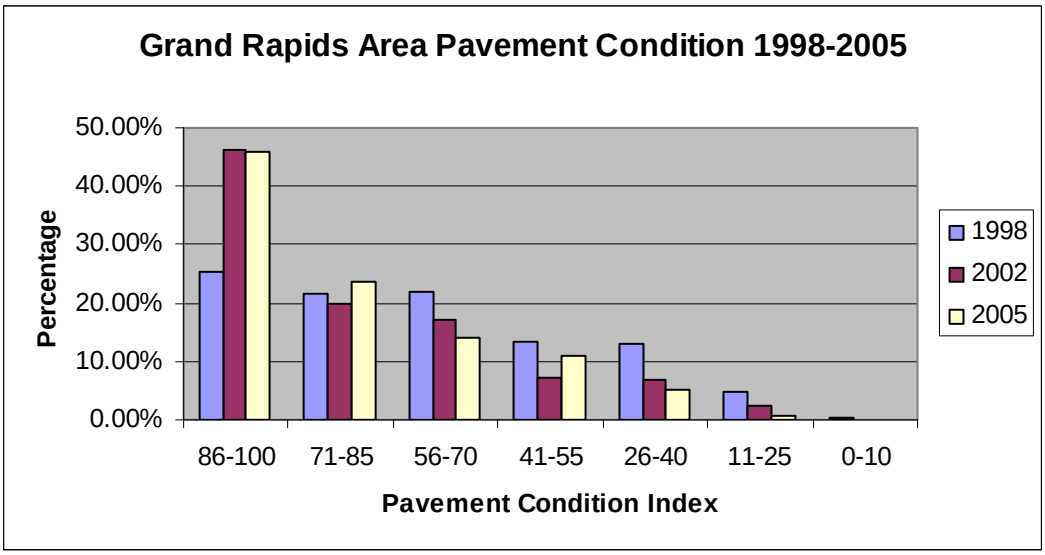
In 2005, GVMC staff began a comprehensive review of the Pavement Management System with a list of goals/issues in mind including reducing the cost of data gathering for both the federal aid/MPO network and individual local jurisdictions. Other goals include improving efficiency and flexibility, gen-

erating consistent data between jurisdictions, improving safety in the data collection process, and maintaining current management systems. The recommendation by GVMC staff was the purchase of a semi-automated vehicle (about the size of a cargo van) specially equipped to perform pavement management duties. The system that was selected is equipped to produce digital downward line scan images of the pavement that reveal distresses down to 1 millimeter in size. Data can be collected at highway speeds up to 65 miles per hour and processed manually in the office on a specially designed computer system. The system also has the ability to collect digital photographs (straight forward and side right-of-way views) every 25 feet of the network. This allows for a wide variety of analysis in a controlled office setting rather than sending staff into the field and exposing them to potential harm. The side right-of-way views allow for the measurement of other roadside assets including signs, guardrail, non-motorized facilities, utilities, and geometric configuration at sub-meter accuracy. The ability to collect familiar PAVER data was also cited as an important factor in using the semi-automated vehicle. The vehicle was purchased from a vendor in the Tampa, Florida area. Staff took possession of the van in Spring of 2006.

Basically, the benefits of the semi-automated system include being safer, more accurate, cheaper, more efficient, more consistent, and more prolific. Beyond the safety and other benefits listed above, the benefits of the semi-automated system also included long term cost effectiveness. Rather than collecting 350 miles per year at $235 per mile, upwards of 4,000 miles could be collected annually at costs of less than $100 per mile. The projected savings for member agencies amounted to approximately $75,000 per year on the local road system. The quantity of data processed has also changed greatly as previously, data was collected at 8 miles per day. The semi-automated system collects up to 50 miles of data a day and the data can be processed in the office at a rate of 6-8 miles per hour. Most importantly, 4,000 plus miles of the roadway system (federal aid and local) can be surveyed in a given year.

The GVMC Pavement Management System will continue to be an invaluable tool for managing and keeping a close inventory on pavement conditions throughout the metropolitan area. The PaMS will provide local decision makers with the data necessary to make well informed decisions on roadway condition improvements.

The chart on the following page depicts the area's average pavement condition as surveyed within the Pavement Management system:



Pavement Condition Comparison 1998-2005

PCI	1998	2002	2005
86-100	25.34%	46.38%	45.96%
71-85	21.53%	19.99%	23.69%
56-70	21.75%	17.16%	13.90%
41-55	13.22%	7.18%	10.84%
26-40	13.13%	6.96%	5.05%
11-25	4.81%	2.29%	0.56%
0-10	0.22%	0.04%	0.00%

Pavement Condition Comparison 1998-2005

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

Figure 10 — Pavement Condition for Federal Aid Roadways in the MPO Area Comparing 1998, 2002, and 2005 data

CONDITION	PCI	GVMC PROJECT ELIGIBILITY	PCI
EXCELLENT	100		100
	86	ROUTINE	
VERY GOOD	85	MAINTENANCE	
	71		71
GOOD	70		70
	56	OVERLAY	
FAIR	55		46
	41		45
POOR	40		
	26		
SERIOUS	25	RECONSTRUCT	
	11		
FAILED	10		
	0		0

Figure 11 — Pavement Condition Index (PCI) and MPO Programming Eligibility

The U.S. Army Corps of Engineers developed the Pavement Condition Index for airport pavements through funding provided by the U.S. Air Force. The PCI is the basic measurement of the PMS and gives a relative numeric value from 0 (failed) to 100 (excellent). The numeric score is based on the number and type of cracks and imperfections found by visual surface inspection. To maintain consistency, the same inspector(s) conducts the inspection systematically under similar conditions on the selected sample units of pavement.

ENVIRONMENTAL JUSTICE

The Grand Valley Metropolitan Council works diligently to ensure that all people have access to the transportation planning process, especially those citizens that have traditionally been under-represented, including those residents that are members of racial and ethnic minority populations and low income persons. The GVMC transportation planning process has always been open to the public, but with recently enacted Federal guidance, the means of evaluating interaction with traditionally under-represented groups is more defined.

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Expanding on what had been done previously, President Clinton issued Executive Order 12898 on February 11, 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The main objective of this order furthers what had been expected with Title VI including "achieving environmental justice as part of (each Federal agency's) mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

GVMC has chosen to address environmental justice by first identifying those areas with concentrations of traditionally under-served populations through thematic mapping. Once those areas of under-served populations were identified, those areas were compared to a map of the projects identified in the Long Range Transportation Plan to be completed over the next 28 years. Staff then compared the two maps across the entire region, paying special attention to the projects proposed in areas of traditionally under-served population. If any portion of a proposed project touched any of the highlighted environmental justice areas, that project was included in the environmental justice analysis.

Based on the spirit and intent of Environmental Justice, GVMC is striving to identify and inform two major sectors of the population, targeted minority populations and low income residents. Low-income means persons whose "household income is at or below the Department of Health and Human Services poverty guidelines." Minority populations, as defined by the United States Department of Transportation (USDOT) Environmental Justice order, are those individuals that are of African-American, Hispanic, Asian/Pacific Islander, and Native American descent.

Environmental justice areas are designated based on the population of the targeted population group as it compares to the overall population of the entire metropolitan area. Because not all of the data for all of the population groups is available at a census block level, it was determined that the data be collected and analyzed at the census block group level. Census block level information was available for all of the targeted populations including the low-income group.

Once the environmental justice areas have been identified and compared with the Long Range Transportation Plan project list, the notification process is put into action. Any property parcel that touches the proposed roadway improvement within an environmental justice area is highlighted through the use of Geographic Information System (GIS) technology. A mailing list is generated for that roadway corridor and a letter is sent to each adjoining parcel. The letter explains the environmental justice process and encourages input from the property owner on the proposed project. GVMC staff phone numbers, addresses, e-mail addresses, and fax numbers are provided. A public meeting was also held for the purpose of providing property owners the opportunity to learn more about the proposed project in their

area and the transportation planning process as a whole. The meeting also gives interested citizens the chance to communicate with GVMC staff on the environmental justice projects in the Plan. Once a project is identified as an environmental justice project, it only goes through the notification process once. After that, the project will also be flagged and the notification process will take place as part of the environmental justice process for the Transportation Improvement Program (TIP).

The comparison of scheduled projects to areas of under-represented populations is being more carefully scrutinized and analyzed than ever before as part of this ongoing process. The level of analysis now being done will insure that neighborhoods are informed of projects, have the ability to have input into the transportation planning process, and are minimally impacted by future transportation improvements.

Grand Valley Metropolitan Council staff sends Environmental Justice notices the first time a project appears in a Long Range Plan. For the 2030 Long Range Transportation Plan, there were 91 projects that were identified as environmental justice projects. Those 91 projects generated 2,851 letters that were sent to local property owners within the metropolitan area. Some of those projects were made up of more than one segment from the Long Range Plan project list. Projects ultimately progress through the Long Range Transportation Plan phases and plan cycles/years until being included in the short range plan, the Transportation Improvement Program (TIP). All TIP projects also go through the Environmental Justice process as well so all of the Plan projects will undergo a second notification process as a project gets closer to construction.

For the 2035 Plan, 82 projects were identified as Environmental Justice projects. Of those 82 projects, 12 projects are new to this Plan. The parcel owners along the corridors of those 12 projects will receive letters from Grand Valley Metropolitan Council staff informing them of future roadway improvements that might come to their area. A total of 565 letters will be sent through this Environmental Justice notification. A sample of the letter sent to property owners identifying the environmental justice projects and a list of the environmental projects are listed in the Appendix A of this document.

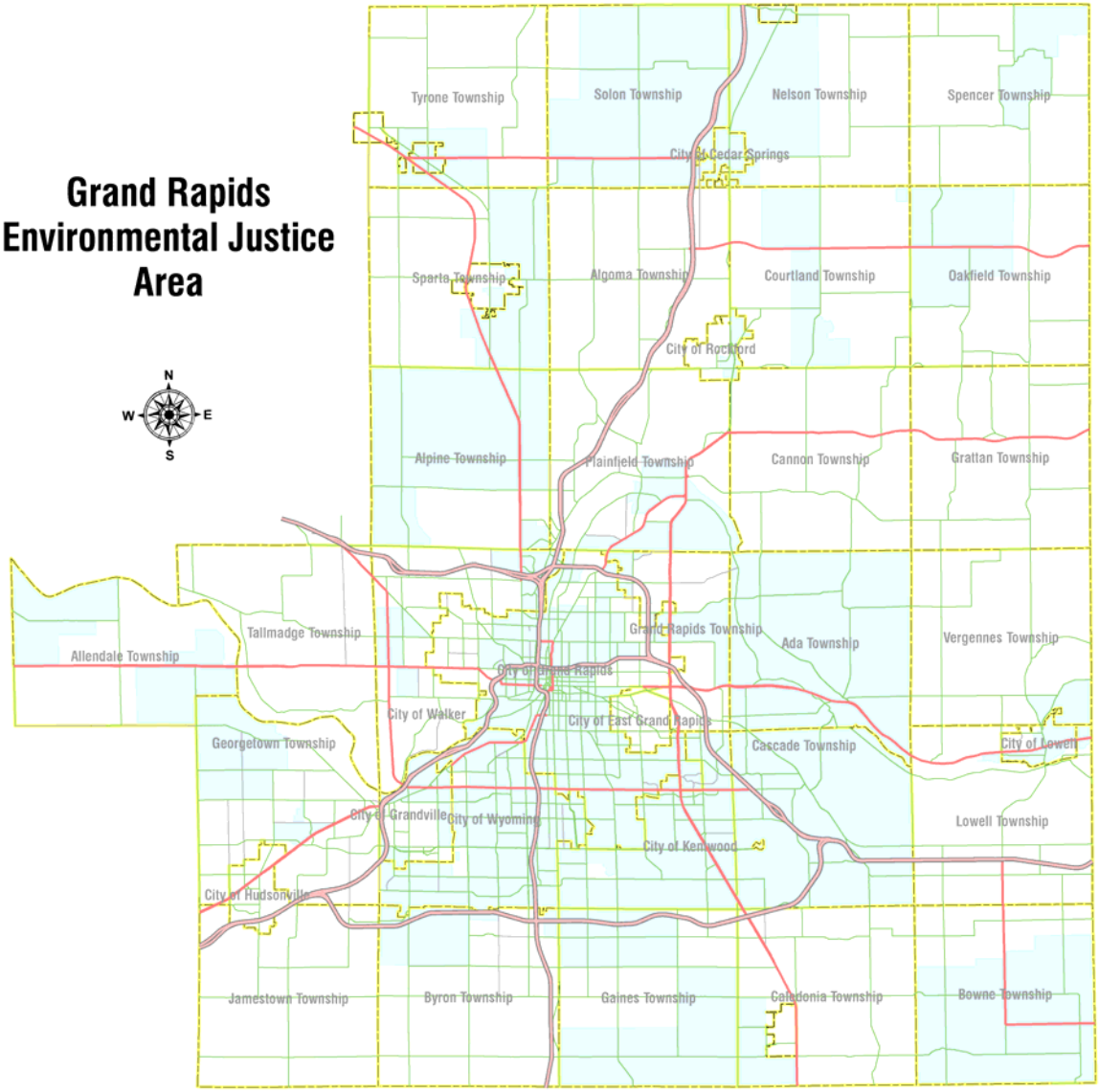
The conclusion of the environmental justice analysis is that there is an appropriate level of transportation improvement taking place in those areas with affected populations. That conclusion is based on the following analysis. There are 127 projects in the Long Range Transportation Plan that fall under the criteria for analysis as part of this Plan. Out of that 127, 82 projects, or 64.6% of the total number of projects fall within environmental justice areas. Environmental justice areas in the Grand Rapids metropolitan area encompass 38.8% of the total MPO study area. It has been determined that there is no disproportionately high or adverse human health or environmental effects as a result of the proposed transportation projects contained in this document.

	Total	White	African-American	Native American	Asian-American	Hispanic	Low Income
MPO Total	648,138	548,357	52,148	3,375	11,404	41,312	53,593
Percent of Total		84.60%	8.05%	0.52%	1.76%	6.37%	8.27%

Source: 2000 U.S. Census of Population
For more specific analysis, other data sources should be used to verify Census data.

Figure 12 — Percent of Minority Populations and Low-Income Populations in the Grand Rapids Metropolitan Area for the Year 2000

A map showing the environmental justice areas is presented on the following page.



Source: 2000 U.S. Census of Population

Figure 13 — Environmental Justice Area in the Grand Rapids Metropolitan Area

ENVIRONMENTALLY SENSITIVE RESOURCE MITIGATION GUIDELINES

INTRODUCTION

Transportation infrastructure and its users, by their very nature, impact the physical landscape, including the natural environment. With this in mind it is important to take this impact into consideration when planning, designing, constructing, and maintaining a transportation system. The goal being, to balance transportation needs with environmental projection, constructing and maintaining a system that minimizes negative impacts where impacts cannot be avoided.

Federal transportation legislation dictates a series of requirements for transportation plans. The current federal legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), lists a requirement for the "discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies."

The GVMC has developed a three-step process for addressing the technical aspects of the SAFETEA-LU legislation:

- Defining and creating an inventory of environmentally sensitive resources
- Identifying and assessing likely impacts on these areas from transportation projects
- Addressing possible mitigation at the system-wide level

Essentially, the purpose of this process is to identify possible impacts on environmentally sensitive resources, list useful guidelines for mitigating these impacts, and provide all of this information to implementation agencies and officials for use in transportation decision-making. This analysis was performed at a regional level only and is not intended to provide detailed design alternatives or impacts at the project level. However, it is anticipated that the data collected will be useful in those project-level activities.

ENVIRONMENTALLY SENSITIVE RESOURCES

The seven environmentally sensitive resources defined by the GVMC for the purpose of this study are outlined in Table 1. It is important to note that not all resources have been included in this analysis. Only those resources that had data readily available in digital format for Geographic Information System mapping, and those resources where the data were reasonably up-to-date were included. Environmentally sensitive resources not included in this analysis may deserve attention at the project level; however for the purposes of this system-wide report, fewer environmentally sensitive resources were analyzed.

Environmentally Sensitive Resources Analyzed
Water Features (Lakes, Ponds, Streams & Rivers)
Wetlands
Flood Zones
Woodlands
Parks & Recreation Areas
Cemeteries
Nonmotorized Facilities (Sidewalks, Bikeways, and Trails)

METHODOLOGY

Once the environmentally sensitive resources were defined and identified, the GVMC analyzed the likelihood of possible impacts from planned 2035 Projects. With the assistance of GVMC-REGIS (Regional Geographic Information System) staff, software, and data, the 2035 projects were mapped and buffered to display an area around each project that could possibly be affected. The size of the buffer used varied by project type and environmental resource.

Project Buffers by Resource Type

Environmental Resource	Buffer Size
Water Features (Lakes, Ponds, Streams, Rivers)	¼ mile buffer (1320 feet)
Wetlands	¼ mile buffer (1320 feet)
Flood Zones	¼ mile buffer (1320 feet)
Woodlands	¼ mile buffer (1320 feet)
Parks & Recreation Areas	250 feet
Cemeteries	250 feet
Non-motorized Facilities	250 feet

The next step taken was the intersection of the project buffers with each environmentally sensitive resource. Where a project buffer and environmentally sensitive resource are found to intersect, an impact is considered possible; however it is important to understand that no additional analysis of possible impacts was performed for the purposes of this report. It is possible that although an environmentally sensitive resource intersects with a buffer, no impact could be present; it is also possible that environmentally sensitive resources beyond the mapped buffer could be impacted by a project. This assessment simply draws attention to possible areas of concern that should be further examined at the project level.

Maps for each of the seven environmentally sensitive resources were produced to display at a system-wide level those projects with potential impact.

GUIDELINES FOR MITIGATING 2035 PROJECT IMPACTS

In general, the purpose of this report is to draw attention to those projects that could potentially impact environmentally sensitive resources, as well as to provide guidelines for consideration with respect to transportation projects. Overall guidelines are provided for consideration for all types of projects regardless of the resource impacted. These guidelines are introduced for reference purposes only. The GVMC has no authority to require implementation of the guidelines listed. However, they represent best management practices and should only serve to enhance the quality of the transportation planning process. The implementation of these guidelines may also assist in a jurisdiction's compliance with other regulatory mandates and for this reason should be implemented where appropriate.

OVERALL GUIDELINES

Regardless of the type of project or resource that may be impacted, these guidelines deserve consideration during the planning, design, construction, and maintenance of transportation projects. Implementation of these guidelines will help to ensure good planning practice that is in accord with overall environmental protection objectives.

Planning and Design Guidelines

- Utilize Context Sensitive Solution (CSS) principles as early as possible in project development and throughout the planning process. CSS is a process that considers the entire context within

which a transportation project takes place including financial limitations and safety issues. This method involves all stakeholders in a collaborative and interdisciplinary approach to developing transportation projects.

- Identify the area of potential impact related to each transportation project including the immediate project area as well as other related project development areas.
- Perform an inventory to determine if any environmentally sensitive resources could be impacted by the project per the National Environmental Policy Act (NEPA) of 1969.
- Investigate as to whether a County Hazard Mitigation Plan exits, and if the plan speaks to the impacted resources in question. (A County Hazard Mitigation Plan is a required for a county to be eligible to receive federal Hazard Mitigation Grant funds in order to protect communities from a variety of hazards, including those to the natural environment.
- Coordinate design and construction with local plans, such as watershed management plans, community recreation plans, preservation plans, cemetery preservation plans, local community master plans and nonmotorized plans.
- Organize and conduct a meeting with local community officials, contractors/subcontractors, and relevant stakeholders prior to construction to discuss environmental protection issues, form goals, and communicate any special requirements for the project.
- Avoid impacts, as possible, to environmental resources by limiting project magnitude or redesigning the project.
- Where impacts are unavoidable, mitigate them to the extent possible as required through local, state, and federal regulations and laws.
- Incorporate storm water management into the site design.
- Reduce the use of culverts where possible.

Construction and Maintenance Guidelines

- Include all special requirements that address environmentally sensitive resources into plans and estimates used by contractors and subcontractors. Bring attention to the types of activities prohibited in environmentally sensitive areas.
- Minimize construction and staging areas and clearly mark boundaries.
    - Install flagging or fencing around sensitive areas to prevent intrusion
- Utilize the least intrusive construction techniques and materials.
- Avoid disturbing the site as much as possible including:
    - Protecting established vegetation and habitat
        - If vegetation is damaged or removed during construction, replace with native species as soon as possible.
        - Protect the tree and drip zone during construction (where the majority of the tree's root system is located.)
    - Implementing sediment and erosion control techniques
        - Minimize extent and duration of exposed bare ground.
        - Establish vegetation immediately after grading is complete.
        - Prevent tracking of sediment onto paved surfaces.
        - Do not stockpile materials in sensitive areas.
    - Protecting water quality
        - Prevent direct runoff of water containing sediments.
        - Sweep streets to reduce sediment entering the storm drainage system.
        - Block/control storm drains to prevent construction debris from polluting waterways.
        - Implement salt management techniques.
    - Protecting cultural/historic resources
        - Prevent the disturbance of soil/material near cultural resources.

    - Minimizing noise and vibrations
    - Providing for solid waste disposal
        - Properly handle, store, and dispose of hazardous materials and use the least hazardous materials when possible.
        - Implement spill control and clean up and dry clean up methods as appropriate, never letting a spill enter the storm drainage system or waterways.
- Whenever possible keep construction activities away from wildlife crossings and corridors.
- Order and organize construction activities to reduce land disturbances.
- Conscientious consideration of the unearthing of archeological remains when using heavy equipment.
- Avoid equipment maintenance, fueling, and leaks, as well as the spraying down of equipment near sensitive areas.
- Incorporate Integrated Pest Management techniques if pesticides are used during maintenance.
- Conduct on-site monitoring during and immediately after construction to ensure environmental resources are protected as planned.

The maps of the 2035 Long Range Transportation Plan Projects compared to each of the environmental layers is contained in Appendices G1-G7.

CONCLUSION

As stated previously, the purpose of this process is to identify possible impacts on environmentally sensitive resources, list useful guidelines for mitigating these impacts, and provide all of this information to implementation agencies and officials for use in transportation decision-making. The comments received from the implementation agencies and officials have been included in Appendix A and forwarded to the implementing agencies. The Grand Valley Metro Council will continue to use the environmental mitigation methodology and consultation with the appropriate local, state, and federal agencies to minimize the impact that transportation improvements have on the environment.

SOURCES

Regional Geographic Information System (REGIS) Mapping Services, Grand Valley Metropolitan Council.

SEMCOG. Integrating Environmental Issues in the Transportation Planning Process: Guidelines for Road and Transit Agencies. January 2007

AASHTO Center for Environmental Excellence. Environmental Stewardship Practices, Procedures, and Policies for Highway Construction and Maintenance. www.environment.transportation.org/environmental_issues/construc_maint_prac/compendium/manual/

CONSULTATION

A new addition for SAFETEA-LU to the transportation planning process involves consultation. There are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and the type of information that needs to be shared with these interested parties. It is suggested that contacts with State, local, Indian Tribes, and 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 process that the Grand Valley Metro Council used for consultation was based on the recommendations of the Federal Highway Administration and the Michigan Department of Transportation. The consultation process had some similarities to the environmental mitigation notification process and because of that, some crossover was used between the two processes.

The Public Participation List that the Grand Valley Metro Council uses for transportation planning outreach was used as a starting point for the consultation process. The participation list encompasses many of the types of agencies and contacts listed above. Some of the agencies listed for consultation (the natural resource agencies, environmental protection agencies and conservation agencies) were targeted as part of the environmental mitigation outreach but were sent information on both processes.

For those agencies targeted strictly for consultation, a process of notification and information was chosen. A letter explaining the consultation process was provided to those agencies in the participation list that fit the criteria set forth in SAFETEA-LU. A sample of the letter is listed later in this chapter. An explanation of the long range transportation planning process along with information about how that process is utilized in the Grand Rapids metropolitan area and the role of Grand Valley Metro Council (GVMC) was included in the mailing. Finally, a listing of the DRAFT 2035 Long Range Transportation Plan project was also provided along with directions on how to provide input on the planning process, how to submit comments on the project list and how to contact GVMC staff if direct interaction was preferred. Those agencies targeted through the Environmental Mitigation process received the same materials as the consultation agencies plus an additional explanation of mitigation process and a series of maps showing the projected environmental impacts of the proposed projects listed in the DRAFT 2035 Long Range Transportation Plan project list. The environmental mitigation sample letter is listed here also as that process was part of the consultation process as well. The responses received from the environmental mitigation letters are included in Appendix A.

The listing of the specific agencies that were included in the outreach performed by Grand Valley Metro Council Transportation staff is included in Appendix A as well.

MEMORANDUM

DATE: January 25, 2007

TO: Consultation Agencies

FROM: Chris Dingman, Senior Transportation Planner

RE: 2035 Long Range Transportation Plan Proposed Projects

The Grand Valley Metro Council is seeking input on its 2035 Long Range Transportation Plan list of Proposed Projects. The purpose for this notification is to promote cooperation and consultation in the transportation planning process with agencies that are responsible for environmental protection, historical preservation, natural resource management, transportation services, economic development, human services, and land use planning. Enclosed you will find a spreadsheet detailing the Proposed Projects list for the Grand Rapids metropolitan area as well as a brief summary of the Grand Valley Metro Council and the Council's involvement in metropolitan transportation planning.

The projects listed beyond the Year 2009 are capacity (widening) projects only and are in the planning stages only. For projects beyond 2009, this list is a draft only and the inclusion of a specific project does not guarantee construction. A master map has been developed that matches the project list with the attached spreadsheet. The map is available at the Grand Valley Metro Council website (www.gvmc.org).

Please review the list of proposed projects and forward any comments and concerns you may have on them. Please contact us using the information below by February 28, 2007. Your comments are an integral part of the transportation planning process. The input from your agency helps to identify potential issues on the Proposed Projects list. Lack of comment on your part will be viewed as endorsement of the Proposed Projects list.

If you have any questions or comments or wish to meet with Grand Valley Metro Council staff regarding the Proposed Projects list, please use the contact information below. Thank you in advance for your attention to this matter.

Sincerely,

Christopher M. Dingman
Senior Transportation Planner
Grand Valley Metro Council
40 Pearl St. NW, Suite 410
Grand Rapids, MI 49503

P: (616) 776-7669
F: (616) 774-9292
E-mail: dingmanc@gvmc.org

MEMORANDUM

DATE: January 25, 2007

TO: Environmental Review Agencies

FROM: Chris Dingman, Senior Transportation Planner

RE: 2035 Long Range Transportation Plan Proposed Projects

The Grand Valley Metro Council is seeking input on its 2035 Long Range Transportation Plan list of Proposed Projects. The purpose for this notification is to promote cooperation and consultation in the transportation planning process with agencies that are responsible for environmental protection, historical preservation, natural resource management, transportation services, economic development, human services, and land use planning. Enclosed you will find a spreadsheet detailing the Proposed Projects list for the Grand Rapids metropolitan area as well as a brief summary of the Grand Valley Metro Council and the Council's involvement in metropolitan transportation planning. Enclosed, you will also find the proposed projects in map form as compared to areas such as wetlands, parks, woodlands, non-motorized projects, cemeteries, and lakes/rivers. Included with these maps is a document proposing general, system-wide, mitigation strategies to take into consideration as road agencies implement the proposed projects.

The purpose of this mailing is to take into account potential system-wide environmental impacts of transportation improvements and how such impacts, if they affect environmentally sensitive areas, might be mitigated. This review is based on federal requirements to perform a system-wide analysis of environmental impacts, not project level analysis. The proposed projects listed beyond the Year 2009 are capacity (widening) projects only and are in the planning stages only. For projects beyond 2009, this list is a draft only and the inclusion of a specific project does not guarantee construction.

Please review the enclosed maps and documents and forward any comments or concerns you may have. Please respond to us by using the contact information below by February 28, 2007. Grand Valley Metro Council staff would be happy to meet with you regarding the Proposed Projects list or the maps presented here as well. The input from your agency helps to identify potential issues on the Proposed Projects list. Thank you in advance for your attention to this matter.

Sincerely,

Christopher M. Dingman
Senior Transportation Planner
Grand Valley Metro Council
40 Pearl St. NW, Suite 410
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AIR QUALITY CONFORMITY ANALYSIS

Determining whether a Long Range Plan is in conformity with air quality standards is a somewhat complex process. Air quality thresholds and impacts on a statewide level are provided for in the State Implementation Plan (SIP). The intent of the SIP is to develop an integrated, multi-modal transportation system which results in reduced pollution emissions to meet National Ambient Air Quality Standards (NAAQS). One of the key effects of the Clean Air Act of 1990 (as amended) has been that no new roadway facilities can be built unless other congestion management programs have been established within the metropolitan area which offset the increased level of air pollution likely to result from the new facility. In addition, a plan must be established which results in improved air quality from the levels observed in 1990, not just stabilized levels.

The conformity determination considered the following factors:

1. The adopted plan supports the intention of the SIP, in that the projects identified make progress toward achieving and maintaining the NAAQS. This is accomplished through congestion reduction projects, and encouraging alternatives to the single occupant vehicle, such as transit and ride-sharing.

2. No Long-Range Transportation Plan goal, directive, recommendation or project identified will adversely affect SIP requirements or commitments.

3. The Long-Range Transportation Plan provides for the expeditious implementation of plan elements.

4. A determination was made through the quantitative conformity analysis that the Long-Range Transportation Plan will contribute to reductions in annual Volatile Organic Compounds (VOC)/ozone emissions in the non-attainment area.

5. A determination was made through the quantitative conformity analysis that the Long-Range Transportation Plan does not increase the frequency or severity of the NAAQS for the Grand Rapids ozone non-attainment area.

The impacts of air quality and more specifically, the status of those areas represented by the Grand Valley Metro Council are shown on the map on the following page. Later in this chapter, a chart showing the calculated emissions of the proposed transportation improvements along with the budgeted emissions allowed by the State and Federal environmental agencies is detailed. The calculated emissions for the Plan are based on a set of proposed transportation improvements that are scheduled for the life of the Plan. That list of proposed improvements are also listed in this chapter along with the range of years that each improvement is expected to take place.

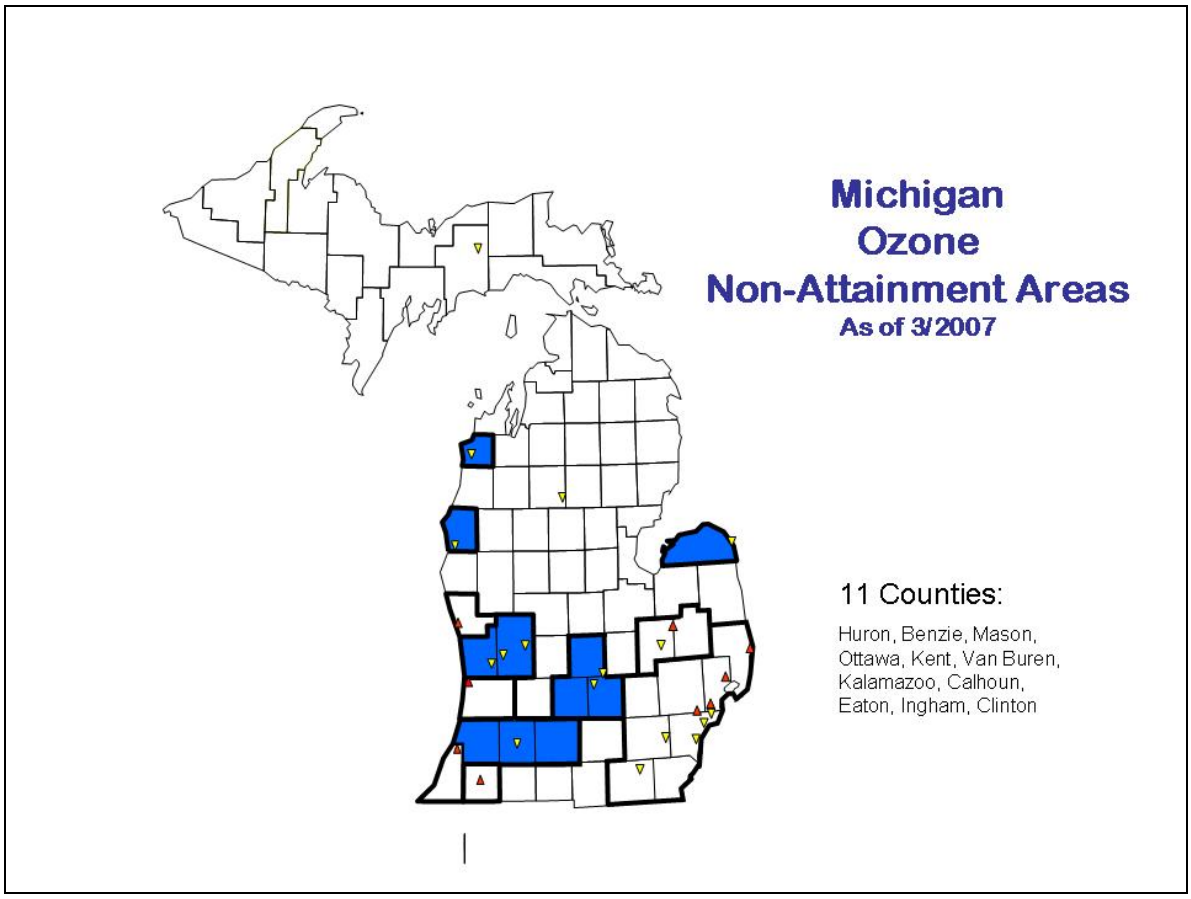


Figure 14 – Michigan Ozone Non-Attainment Areas

The map above denotes those areas that are classified as Non-Attainment areas for Ozone as of March 2007. The Grand Valley Metro Council/Grand Rapids MPO area includes Kent and Ottawa County, which are currently designated. The red and yellow symbols denoted on the map represent stations where ozone is measured. Those areas that are outlined in black but not shaded blue have a different air quality status than do the blue shaded counties. Air quality impacts of transportation improvements are scrutinized very seriously in the transportation planning process. Federal and State environmental agencies provide the Grand Rapids area with an air quality budget for Volitile Organic Compounds (VOC) and for Nitrous Oxide (Nox).

PROPOSED TRANSPORTATION IMPROVEMENTS

The proposed transportation improvements included on the following pages is a list of roadway facilities that have been identified because they are currently, or are projected to be, deficient by the year 2035. The projects listed after the 2009 are projected to be capacity deficient by the year that is listed within the project scope. This list was developed with the full concurrence of the GVMC Technical and Policy Committees, and the respective communities and agencies represented on those committees.

The list is to be considered a "work in progress" due to the fact that projects may be added or taken off of the list depending upon ever changing circumstances in the metropolitan area. MPO staff will be responsible for the maintenance of the following list and subsequent updates.

The projects are presented in chronological order and are not intended to be "prioritized" in any manner. It is the sole discretion of the GVMC Committees to prioritize and program projects based upon circumstances that exist when programming efforts occur.

The list that follows is arranged by: Facility Name, Limits, Jurisdiction, Possible Alternative, Length, Estimated Improvement Cost, Project Type, Air Quality Status, and Length of project.

GVMC 2035 Long Range Transportation Plan Projects

FY 2008 - 2011 STPU ($32,300,000 Federal Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES EST STP-U	EST EDF-C	EST LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
Rivertown Parkway	Ivanrest	Wilson	City of Grandville	Resurface Existing in 2008	$470,250		$279,750	$750,000	Preservation	Yes	1.00
68th Street	Division	Kalamazoo	Gaines Twp - KCRC	Resurface Existing in 2008	$470,250		$279,750	$750,000	Preservation	Yes	2.00
28th Avenue	Hudsonville CL	Baldwin	Georgetown Twp - OCRC	Reconstruct and Widen from 2 to 5 lanes in 2008	$1,504,800		$895,200	$2,400,000	Widen	No	1.40
Wealthy Street	Division	Lafayette	City of Grand Rapids	Reconstruct Existing in 2008	$683,430		$406,570	$1,090,000	Preservation	Yes	0.30
Kalamazoo Avenue	52nd Street	60th Street	City of Kentwood	Reconstruct and Widen to 4 Lane Boulevard in 2008	$1,254,000		$746,000	$2,000,000	Widen	No	1.00
Wealthy Street	East Grand Rapids CL	Plymouth	City of East Grand Rapids	Resurface Existing in 2008	$73,735		$43,865	$117,600	Preservation	Yes	0.27
Fuller Street	Franklin	Wealthy	City of Grand Rapids	Reconstruct Existing in 2008	$990,660		$589,340	$1,580,000	Preservation	Yes	0.55
Leonard Street	Carpenter	Oakleigh	City of Grand Rapids	Reconstruct Existing in 2008	$827,640		$492,360	$1,320,000	Preservation	Yes	0.39
Covell Street	Lake Michigan Drive	Leonard	City of Grand Rapids	Resurface Existing in 2008	$470,250		$279,750	$750,000	Preservation	Yes	1.00
Patterson Avenue	28th Street	36th Street	Cascade Twp - KCRC	Resurface Existing in 2008	$438,900		$261,100	$700,000	Preservation	Yes	1.00
Breton Road	Lake Street	Hall Street	City of East Grand Rapids	Resurface Existing in 2008	$56,430		$33,570	$90,000	Preservation	Yes	0.39
W. Muskegon Street	West St.	Second St.	City of Cedar Springs	Resurface Existing in 2008	$89,751		$46,649	$136,400	Preservation	Yes	0.46
Jefferson Ave	Cherry	Wealthy	City of Grand Rapids	Reconstruct Existing in 2008	$460,600		$239,400	$700,000	Preservation	Yes	0.25
Patterson Ave	Burton	28th Street	Cascade Twp - KCRC	Resurface Existing in 2008	$329,000		$171,000	$500,000	Preservation	Yes	0.50
Lake Michigan Drive	Fulton St Turnoff	Garfield	City of Grand Rapids	Resurface Existing in 2009	$128,350		$41,650	$170,000	Preservation	Yes	0.27
Division Avenue	Cottage Grove	Home	City of Grand Rapids	Reconstruct Existing in 2009	$755,000		$245,000	$1,000,000	Preservation	Yes	0.30
Lyon Street	Division	Lafayette	City of Grand Rapids	Reconstruct Existing in 2009	$858,813		$278,688	$1,137,500	Preservation	Yes	0.30
Walker Avenue	32' N of CL Leonard St	City Limits	City of Grand Rapids	Resurface Existing in 2009	$369,950		$120,050	$490,000	Preservation	Yes	1.20
Ivanrest Avenue	Rivertown Pkwy	S City Limits	City of Grandville	Resurface Existing in 2009	$169,875		$55,125	$225,000	Preservation	Yes	0.42
60th Street	Division	Eastern	Gaines Twp - KCRC	Resurface Existing in 2009	$490,750		$159,250	$650,000	Preservation	Yes	0.96
68th Street	Plaster Cr.	2700' E of Hanna Lake	Gaines Twp - KCRC	Resurface Existing in 2009	$490,750		$159,250	$650,000	Preservation	Yes	1.09
Hanna Lake Avenue	68th St	Wing Avenue	Gaines Twp - KCRC	Reconstruct Existing/Add Center Turn Lane in 2009	$604,000		$196,000	$800,000	Preservation	Yes	0.50
Eastern Avenue	60th St	68th St	Gaines Twp - KCRC	Resurface Existing in 2009	$490,750		$159,250	$650,000	Preservation	Yes	0.98
52nd St./Kellogg Woods	Division	Eastern	City of Kentwood	Resurface Existing in 2009	$286,900		$93,100	$380,000	Preservation	Yes	1.51
44th Street	Eastern	Kalamazoo	City of Kentwood - KCRC	Resurface Existing in 2009	$528,500		$171,500	$700,000	Preservation	Yes	1.00
Fillmore St/Cottonwood Dr	48th Avenue	Taylor St	Georgetown Twp - OCRC	Resurface Existing in 2009	$528,500		$171,500	$700,000	Preservation	Yes	4.50
Main Street	South St.	Muskegon St.	City of Cedar Springs	Reconstruct Existing in 2009	$221,378		$100,020	$333,400	Preservation	Yes	0.23
Cascade Road	Burton	Thorncrest	Cascade Twp - KCRC	Resurface Existing in 2009	$242,360		$109,500	$365,000	Preservation	Yes	0.82
Kalamazoo Avenue	44th Street	52nd Street	City of Kentwood	Reconstruct to 4 Lane Blvd in 2009	$1,925,000		$870,000	$2,900,000	Preservation	Yes	0.75
Main Street	Chicago Drive	Kenowa	Georgetown Twp - OCRC	Resurface Existing in 2009	$86,320		$39,000	$130,000	Preservation	Yes	0.30
Kalamazoo Avenue	Burton	Alger	City of Grand Rapids	Reconstruct Existing in 2010	$979,950		$430,050	$1,410,000	Preservation	Yes	0.50
Lakeside Drive	Robinson	Greenwood	City of East Grand Rapids	Reconstruct Existing in 2010	$771,450		$338,550	$1,110,000	Preservation	Yes	0.40
8th Avenue	M-45	Ironwood	Tallmadge Twp - OCRC	Resurface Existing (Standardize Lane Width) in 2010	$590,750		$259,250	$850,000	Preservation	Yes	4.00
3 Mile Road	Bristol	Alpine	City of Walker	Resurface Existing in 2010	$496,925		$218,075	$715,000	Preservation	Yes	0.85
Eastern Avenue	44th Street	52nd Street	City of Kentwood	Resurface Existing in 2010	$451,750		$198,250	$650,000	Preservation	Yes	1.00
Lake Drive	Fulton	Abney	City of Grand Rapids	Reconstruct Existing in 2010	$611,600		$268,400	$880,000	Preservation	Yes	0.31
Spaulding Avenue	Cascade Rd	M-21	Cascade Twp - KCRC	Resurface Existing in 2010	$468,500		$213,500	$700,000	Preservation	Yes	1.42
Van Buren Street	22nd Avenue	44th Street	Georgetown Twp - OCRC	Resurface Existing in 2010	$364,875		$160,125	$525,000	Preservation	Yes	3.00
Scribner Avenue	US-131 Off Ramp	Webster	City of Grand Rapids	Resurface Existing in 2010	$90,350		$39,650	$130,000	Preservation	Yes	0.46
Turner Avenue	Leonard	6th Street	City of Grand Rapids	Resurface Existing in 2010	$111,200		$48,800	$160,000	Preservation	Yes	0.55
Division Avenue	Home	Highland	City of Grand Rapids	Reconstruct Existing in 2010	$611,600		$268,400	$880,000	Preservation	Yes	0.31
Thornapple River/Thornhills Drive	I-96	28th Street	Cascade Twp - KCRC	Resurface Existing in 2010	$542,534		$238,091	$780,625	Preservation	Yes	1.38
Plymouth Avenue	Burton	Boston	City of Grand Rapids	Reconstruct Existing in 2011	$994,000		$426,000	$1,420,000	Preservation	Yes	0.50
Lafayette Avenue	Wealthy	State	City of Grand Rapids	Reconstruct Existing in 2011	$651,000		$279,000	$930,000	Preservation	Yes	0.33
Leonard Street	Nixon	Collingdale	City of Grand Rapids	Reconstruct Existing in 2011	$1,022,000		$438,000	$1,460,000	Preservation	Yes	0.52
Breton Avenue	North CL	Burton	City of Grand Rapids	Reconstruct Existing in 2011	$210,000		$90,000	$300,000	Preservation	Yes	0.25
West River Drive	Jupiter	Rogue River Bridge	Plainfield Twp - KCRC	Reconstruct Existing in 2011 and Add Center Turn Lane	$1,155,000		$495,000	$1,650,000	Preservation	Yes	0.80
Eastern Avenue	52nd Street	60th Street	City of Kentwood	Resurface Existing in 2011	$455,000		$195,000	$650,000	Preservation	Yes	1.00
12th Avenue	Port Sheldon	Baldwin	Georgetown Twp - OCRC	Resurface Existing in 2011 + 3' Paved Shoulder	$252,000		$108,000	$360,000	Preservation	Yes	1.30
8th Avenue	Port Sheldon	44th Street	Georgetown Twp - OCRC	Reconstruct Existing/Add Center Turn Lane in 2011	$404,685		$170,315	$575,000	Preservation	Yes	0.50
24th Avenue	Byron	Ottogon	Jamestown Twp - OCRC	Resurface Existing in 2011	$360,500		$154,500	$515,000	Preservation	Yes	3.00
Bristol Avenue	3 Mile	4 Mile	City of Walker	Resurface Existing in 2011	$245,000		$105,000	$350,000	Preservation	Yes	0.99
1st Street	Lane	Stocking	City of Grand Rapids	Resurface Existing in 2011	$70,000		$30,000	$100,000	Preservation	Yes	0.36
Baldwin Street	Cottonwood Drive	Main Street Curve	Georgetown Twp - OCRC	Needs Further Study after Baldwin Connector	$32,000		$8,000	$40,000	Preservation	Yes	0.16
Forest Hill Avenue	Kentwood North CL	I-96	City of Kentwood	Reconstruct by 2011 (AC 2011, ACC 2013-14)	$0		$2,100,000	$2,100,000	Preservation	Yes	0.91
West River Drive	Rogue River	M-44 (Northland Drive)	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025	$1,184,280		$498,414	$1,682,694	Preservation	Yes	1.49
Planning Studies ($250,000/yr)		Various Locations		Congestion, Pavement, Safety Management System Support	$1,000,000		$250,000	$1,250,000	Preservation	Yes	
Total					**$30,423,841**	**$0**	**$15,761,557**	**$46,338,219**			

FY 2008 - 2011 EDFC ($7,300,000 EDFC Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
East Paris Avenue/Swank Drive	36th Street	M-37	City of Kentwood	Reconstruct and Widen from 2 to 3 lanes in 2008		$522,750	$227,250	$750,000	Widen	No	0.50
Northland Drive	13 Mile Road	14 Mile Road	Algoma Twp - KCRC	Reconstruct and Widen from 2 to 5 lanes in 2008		$1,394,000	$606,000	$2,000,000	Widen	No	0.62
44th Street	Clyde Park Avenue	500' West	City of Wyoming	Widen from 4 to 6 Lanes in 2009		$343,500	$156,500	$500,000	Widen	No	0.10
44th Street	Clyde Park Avenue	SB US-131 Ramps	City of Wyoming	Reconstruct and Widen to accommodate SPUI by 2009		$375,000	$175,000	$550,000	Widen	No	0.10
44th Street	SB US-131 Ramps	NB US-131 Ramps	City of Wyoming	Construction of SPUI by 2009		$628,100	$321,900	$950,000	Widen	No	0.10
44th Street	NB US -131 Ramps	Clay Avenue	City of Wyoming	Reconstruct and Widen to accommodate SPUI by 2009		$175,000	$175,000	$350,000	Widen	No	0.10
10 Mile Road	2700' West of Wolven Ave	Childsdale Avenue	Algoma Twp - KCRC	Reconstruct and Widen to from 2 to 5 lanes in 2011		$1,400,000	$600,000	$2,000,000	Widen	No	0.73
Northland Drive	M-57 (14 Mile)	Indian Lakes Road	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2011		$2,047,632	$542,368	$2,590,000	Widen	Yes	1.31
Forest Hill Avenue	Kentwood North CL	Cascade	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2011		$414,018	$185,982	$600,000	Widen	Yes	0.35
Total						**$7,300,000**	**$2,990,000**	**$10,290,000**			

GVMC 2035 Long Range Transportation Plan Projects

FY 2008 - 2011 MDOT

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	Improve/Expand	Preservation	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
I-196/ Baldwin Interchange*	I-196	Baldwin Road	Georgetown Twp/MDOT	Construct new interchange access	$25,000,000		$25,000,000	Widen	No	0.10
US-131	At 44th Street		Wyoming/MDOT	Interchange Improvements	$2,500,000	$7,500,000	$10,000,000	Widen/Preserve	Yes	0.10
I-196	Grand River/US-131 Junct.	Fuller	MDOT	Add Weave/Merge, Bridges and Roadway Reconstruction	$5,000,000	$20,000,000	$25,000,000	Widen/Preserve	No	1.75
I-196/I-96 Bridges*	Ottawa/Ionia	I-196/I-96 Junction	MDOT	Rehab and widening of bridges to accommodate condition issues and future traffic		$24,000,000	$24,000,000	Preservation	Yes	0.50
College	I-196		MDOT/Grand Rapids	Add turning lanes to bridges and ramps @ I-196	$2,000,000	$6,000,000	$8,000,000	Widen/Preserve	No	0.10
I-196	Grand River/US-131 Junct.	Fuller	MDOT	Widen from 2 to 3 lanes in each direction	$20,000,000		$20,000,000	Widen	No	1.75
Fuller	at I-196		MDOT/Grand Rapids	Add turning lanes to bridges and ramps @ I-196	$4,000,000	$6,000,000	$10,000,000	Widen/Preserve	Yes	0.10
Total					**$58,500,000**	**$63,500,000**	**$122,000,000**			

* Project costs are estimates. Final costs will be determined upon final design. Funding is committed for these project through construction.

FY 2008 - 2011 Transit

PROJECT	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCE: FTA Very Small Starts	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
The Rapid/ITP Bus Rapid Transit System	60th Street	Rapid Central Station	ITP/The Rapid	Construct South Division Ave. Corridor to serve from 60th St. to Wealthy St., Saint Mary's campus, Michigan Hill Medical Corridor, downtown Grand Rapids, and the Rapid Central Station. The system would also include 19 transit stations and 10 hybrid electric low floor buses.	$29,336,800	$7,334,200	$36,671,000	Transit	No	9.87
Total					**$29,336,800**	**$7,334,200**	**$36,671,000**			

FY 2012 - 2018 STPU ($56,452,823 Federal Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES: STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
32nd Street	GR/KW CL	Breton Avenue	City of Kentwood	Reconstruct and Add Center Turn Lane by 2018	$315,840		$78,960	$394,800	Preservation	Yes	0.25
32nd Street	Breton Avenue	Shaffer Avenue	City of Kentwood	Reconstruct and Add Center Turn Lane by 2018	$1,263,360		$315,840	$1,579,200	Preservation	Yes	1.00
Kenowa Avenue	Curve	Tyler/36th Street	City of Grandville	Reconstruct and Add Center Turn Lane by 2018	$225,600		$56,400	$282,000	Preservation	Yes	0.16
44th Street	West CL	Byron Center Avenue	City of Wyoming	Reconstruct and Widen to 6 Lane Blvd by 2018	$1,534,080		$383,520	$1,917,600	Widen	No	0.48
Port Sheldon Street**	48th Avenue	40th Avenue	Georgetown Twp - OCRC	Reconstruct and Widen to 5 lanes by 2018	$1,410,000		$1,410,000	$2,820,000	Widen	No	1.00
28th Avenue**	Baldwin Street	Bauer Road	Georgetown Twp - OCRC	Reconstruct and Widen to 5 lanes by 2018	$1,410,000		$1,410,000	$2,820,000	Widen	No	1.00
48th Avenue**	Fillmore Street	M-45 (Lake Michigan Drive	Allendale Twp - OCRC	Reconstruct and Widen to 4 Lane Blvd by 2018	$1,974,000		$1,974,000	$3,948,000	Widen	No	1.00
Division Avenue	54th Street	60th Street	City of Wyoming	Reconstruct from 4-Lanes to 4-Lane Divided by 2014	$149,521		$1,530,479	$1,680,000	Preservation	Yes	0.76
Forest Hill Avenue	Kentwood North CL	I-96	City of Kentwood	Reconstruct by 2011 (AC 2011, ACC 2013-14)	$967,636		$0	$967,636	Preservation	Yes	0.91
68th Street	Clyde Park	Burlingame	Byron Twp - KCRC	Resurface by 2018	$350,000		$150,000	$500,000	Preservation	Yes	1.00
TSM, TDM, Transit Options		Various Locations		Projects selected through the GVMC Congestion Management Sys.	$2,707,200		$676,800	$3,384,000	Preservation	Yes	
Planning Studies ($250,000/yr)		Various Locations		Congestion, Pavement, Safety Management System Support	$1,974,000		$493,500	$2,467,500	Preservation	Yes	
Safety Projects ($250,000/yr)		Various Locations		Projects selected through the GVMC Safety Management Sys.	$1,974,000		$493,500	$2,467,500	Preservation	Yes	
ITS Projects ($350,000/yr)		Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	$2,763,600		$690,900	$3,454,500	Preservation	Yes	
Preservation Projects*		Various Locations		Projects selected through the GVMC Pavement Management Sys.	$36,628,503		$19,771,497	$56,400,000	Preservation	Yes	
Total					**$55,647,340**	**$0**	**$29,435,396**	**$85,082,736**			

**Programmed at 50%/50% Federal/Local Match

FY 2012 - 2018 EDFC ($16,980,873 EDFC Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES: STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
3 Mile Road	Fuller Avenue	GR/GR Twp CL	City of Grand Rapids	Reconstruct and Widen to 4 lanes by 2018		$1,398,720	$349,680	$1,748,400	Widen	No	0.77
Knapp Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	Reconstruct and Widen to 4 lanes by 2018		$1,082,880	$270,720	$1,353,600	Widen	No	0.59
Knapp Street	Diamond Avenue	Fuller Avenue	City of Grand Rapids	Reconstruct and Widen to 4 lanes by 2018		$451,200	$112,800	$564,000	Widen	No	0.25
Knapp Street	M-44	Dunnigan Avenue	City of Grand Rapids - KCRC	Reconstruct and Widen to 4 lanes by 2018		$496,320	$124,080	$620,400	Widen	No	0.27
44th Street	Clay Avenue	Buchanan Avenue	City of Wyoming	Reconstruct and Widen to 6 Lane Blvd by 2018		$1,353,600	$338,400	$1,692,000	Widen	No	0.42
44th Street	Buchanan Avenue	Division Avenue	City of Wyoming	Reconstruct and Widen to 6 Lane Blvd by 2018		$812,160	$203,040	$1,015,200	Widen	No	0.26
Forest Hill Ave	Ada Drive	M-21	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2018		$1,280,000	$338,240	$1,600,000	Widen	No	1.00
Clyde Park Avenue	.10 miles South of 68th St	.10 miles North of 76th St	Byron Twp - KCRC	Widen from 2 to 3 lanes by 2018		$832,000	$314,288	$1,040,000	Widen	No	0.80
Northland Drive	Indian Lake	South Street	Nelson Twp - KCRC	Reconstruct and Add Center Turn Lane by 2018		$1,600,000	$400,000	$2,000,000	Widen	No	0.66
Knapp Street	at Grand River Drive		Ada Twp - KCRC	Add Turn Lanes		$440,000	$110,000	$550,000	Widen	Yes	0.10
ITS	areawide		City of Grand Rapids	ITS Activities		$109,544	$27,386	$136,930	N/A	Yes	0.00
4 Mile Road	Walker Ave	Old Orchard	Alpine Twp - KCRC	Reconstruct and Widen from 2 to 3 lanes by 2018		$2,188,288	$547,072	$2,735,360	Widen	No	1.90
Total					**$0**	**$12,044,712**	**$3,135,706**	**$15,055,890**			

FY 2012 - 2018 MDOT

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	Improve/Expand	Preservation	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
I-196*	Fuller	I-96/I-196 Junction	MDOT	Rehabilitation of existing road and bridges		$20,000,000	$20,000,000	Preservation	Yes	2.00
Total						**$20,000,000**	**$20,000,000**			

* Project costs are estimates. Final costs will be determined upon final design. Funding is committed for these project through construction.

GVMC 2035 Long Range Transportation Plan Projects

FY 2019 - 2025 STPU ($60,155,781 Federal Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
68th Avenue	M-45 (Lake Michigan Drive	Warner Street	Allendale Twp - OCRC	Reconstruct and Widen to 5 lanes by 2025	$3,789,178		$947,294	$4,736,472	Widen	No	1.51
68th Avenue*	Warner Street	Leonard Street	Allendale Twp - OCRC	Reconstruct and Widen Roadway & Bridge to 5 lanes by 2025	$6,855,420		$6,855,420	$13,710,840	Widen	No	1.55
Cottonwood Drive	Bauer Road	Fillmore Street	Georgetown Twp - OCRC	Reconstruct and Widen to 5 lanes by 2025	$3,589,747		$897,437	$4,487,184	Widen	No	1.44
Cottonwood Drive	Baldwin Street	Bauer Road	Georgetown Twp - OCRC	Reconstruct and Add Center Turn Lane by 2025	$1,994,304		$498,576	$2,492,880	Preservation	Yes	1.43
Walker Avenue	Sharp Street	Waldorf Street	City of Walker	Reconstruct/Add Center Lane/widen bridge by 2025	$2,243,592		$560,898	$2,804,490	Preservation	Yes	0.17
TSM, TDM, Transit Options		Various Locations		Projects selected through the GVMC Congestion Management Sys.	$2,991,456		$747,864	$3,739,320	Preservation	Yes	
Planning Studies ($250,000/yr)		Various Locations		Congestion, Pavement, Safety Management System Support	$2,181,270		$545,318	$2,726,588	Preservation	Yes	
Safety Projects ($250,000/yr)		Various Locations		Projects selected through the GVMC Safety Management Sys.	$2,181,270		$545,318	$2,726,588	Preservation	Yes	
ITS Projects ($350,000/yr)		Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	$3,053,778		$763,445	$3,817,223	Preservation	Yes	
Preservation Projects**		Various Locations		Projects selected through the GVMC Pavement Management Sys.	$31,275,766		$31,046,234	$62,322,000	Preservation	Yes	
Total					**$60,155,781**	**$0**	**$43,407,803**	**$103,563,584**			

*Project includes bridge improvements and is programmed at 50/50 Match Rate

**Programmed at 70/30 Match Rate

FY 2019 - 2025 EDFC ($18,094,720 EDFC Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
Fruit Ridge Avenue	I-96 EB On Ramp	I-96 WB Off Ramp	City of Walker	Widen in conjunction with MDOT		$897,437	$224,359	$1,121,796	Widen	No	0.24
Breton Avenue	28th Street	Burton Street	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2025		$1,495,728	$373,932	$1,869,660	Preservation	Yes	1.00
College Avenue	EB I-196 ramps	WB I-196 ramps	City of Grand Rapids	Reconstruct and Realign with ITS by 2025		$448,718	$112,180	$560,898	Preservation	Yes	0.08
College Avenue	Michigan Street	I-196 Ramps	City of Grand Rapids	Reconstruct and Realign with ITS by 2025		$448,718	$112,180	$560,898	Preservation	Yes	0.06
10 Mile Road	Mary Ester Drive	Algoma Avenue	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025		$1,495,728	$373,932	$1,869,660	Preservation	Yes	1.18
10 Mile Road	Pine Island Drive	Mary Ester Drive	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025		$1,096,867	$274,217	$1,371,084	Preservation	Yes	0.84
10 Mile Road	Division Avenue	Pine Island Drive	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025		$1,196,582	$299,146	$1,495,728	Preservation	Yes	0.99
Post Drive	US-131	Pine Island Drive	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025		$598,291	$149,573	$747,864	Preservation	Yes	0.30
52nd Street	Ivanrest Avenue	Byron Center Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025		$1,495,728	$373,932	$1,869,660	Preservation	Yes	0.90
52nd Street	Byron Center Avenue	Burlingame Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025		$1,495,728	$373,932	$1,869,660	Preservation	Yes	0.90
52nd Street	Burlingame Avenue	Clyde Park Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025		$1,495,728	$373,932	$1,869,660	Preservation	Yes	0.90
56th Street	Ivanrest Avenue	Byron Center Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025		$1,495,728	$373,932	$1,869,660	Preservation	Yes	0.90
3 Mile Road	Walker Avenue	Indian Creek Road	City of Walker	Reconstruct and Widen from 2 to 5 lanes in 2025		$1,916,568	$479,142	$2,395,710	Widen	No	0.61
Total					**$0**	**$15,577,550**	**$3,894,388**	**$19,471,938**			

FY 2019 - 2025 MDOT

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	Improve/Expand	Preservation	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
I-196	Fuller	I-96/I-196 Junction	MDOT	Widen from 2 to 3 lanes in each direction	$15,000,000		$15,000,000	Widen	No	2.00
M-44/M-37	Knapp	M-21	MDOT	Preseve/Widen Existing Roadway	$15,000,000	$15,000,000	$30,000,000	Widen/Preserve	No	2.50
Total					**$30,000,000**	**$15,000,000**	**$45,000,000**			

FY 2026 - 2035 STPU ($92,845,240 Federal Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
68th Avenue	Pierce Street	M-45 (Lake Michigan Drive	Allendale Twp - OCRC	Reconstruct and Add Center Turn Lane by 2035	$1,448,363		$362,091	$1,810,454	Preservation	Yes	1.00
68th Avenue	Fillmore Street	Pierce Street	Allendale Twp - OCRC	Reconstruct and Add Center Turn Lane by 2035	$1,448,363		$362,091	$1,810,454	Preservation	Yes	1.01
48th Avenue	Bauer Road	Fillmore Street	Georgetown Twp - OCRC	Reconstruct and Widen to 4 Lane Blvd by 2035	$6,372,798		$1,593,200	$7,965,998	Widen	No	1.51
TSM, TDM, Transit Options		Various Locations		Projects selected through the GVMC Congestion Management Sys.	$4,634,762		$1,158,691	$5,793,453	Preservation	Yes	
Planning Studies ($250,000/yr)		Various Locations		Congestion, Pavement, Safety Management System Support	$3,620,908		$905,227	$4,526,135	Preservation	Yes	
Safety Projects ($250,000/yr)		Various Locations		Projects selected through the GVMC Safety Management Sys.	$3,620,908		$905,227	$4,526,135	Preservation	Yes	
ITS Projects ($350,000/yr)		Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	$5,069,271		$1,267,318	$6,336,589	Preservation	Yes	
Preservation Projects*		Various Locations		Projects selected through the GVMC Pavement Management Sys.	$66,629,865		$63,722,830	$130,352,695	Preservation	Yes	
Total					**$92,845,240**	**$0**	**$70,276,674**	**$163,121,914**			

GVMC 2035 Long Range Transportation Plan Projects

FY 2026 - 2035 EDFC ($27,927,630 EDFC Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES STP-U	EDF-C	LOCAL MATCH	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
Fruit Ridge Avenue	4 Mile Road	5 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,506,298	$376,574	$1,882,872	Preservation	Yes	1.07
Fruit Ridge Avenue	5 Mile Road	6 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,390,429	$347,607	$1,738,036	Preservation	Yes	1.00
Fruit Ridge Avenue	6 Mile Road	7 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,390,429	$347,607	$1,738,036	Preservation	Yes	1.00
Fruit Ridge Avenue	7 Mile Road	8 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,448,363	$362,091	$1,810,454	Preservation	Yes	1.01
3 Mile Road	Dean Lake Avenue	Leffingwell Avenue	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,158,691	$289,673	$1,448,363	Preservation	Yes	0.75
3 Mile Road	Leffingwell Avenue	M-44 (East Beltline)	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$753,149	$188,287	$941,436	Preservation	Yes	0.51
Knapp Street	GR/GR Twp CL	Leffingwell Avenue	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$869,018	$217,254	$1,086,272	Preservation	Yes	0.60
7 Mile Road	Division Avenue	Pine Island Drive	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,158,691	$289,673	$1,448,363	Preservation	Yes	0.81
Walker Avenue	Northridge Drive	4 Mile Road	City of Walker	Reconstruct and Widen to 5 lanes by 2035		$1,738,036	$434,509	$2,172,545	Widen	No	0.55
76th Street	Burlingame Avenue	Clyde Park Avenue	Byron Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$1,390,429	$347,607	$1,738,036	Preservation	Yes	0.90
Knapp Street	East Grand Rapids CL	West of Leffingwell	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035		$695,214	$173,804	$869,018	Preservation	Yes	0.47
Burton Street	DeHoop Avenue	Clyde Park Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2035		$869,018	$217,254	$1,086,272	Preservation	Yes	0.70
Burton Street	US-131	Buchanan Avenue	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035		$869,018	$217,254	$1,086,272	Preservation	Yes	0.50
Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035		$1,738,036	$434,509	$2,172,545	Preservation	Yes	0.94
Burton Street	Plymouth Avenue	Breton Avenue	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035		$1,390,429	$347,607	$1,738,036	Preservation	Yes	0.75
Burton Street	Breton Avenue	M-37 (East Beltline)	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035		$2,317,381	$579,345	$2,896,727	Preservation	Yes	0.95
Total					**$0**	**$20,682,628**	**$5,170,657**	**$25,853,285**			

FY 2026 - 2035 MDOT

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	Improve/Expand	Preservation	ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS EXEMPT??	LENGTH
I-196	Ottawa	Division	MDOT	Add WB to NB ramp from I-196 to Divison from the Ottawa WB offramp	$15,000,000		$15,000,000	Widen	No	0.10
I-96	Leonard	Cascade	MDOT	Preseve/Widen Existing Roadway	$80,000,000	$50,000,000	$130,000,000	Widen/Preserve	No	3.75
I-96	at I-196 and M-21		MDOT	Additional Ramps	$35,000,000		$35,000,000	Widen	No	0.20
Total					**$130,000,000**	**$50,000,000**	**$180,000,000**			

AIR QUALITY CONFORMITY

This 2035 Long-Range Transportation Plan combined with the projects contained in the Long-Range Transportation Plan of the MPO in Holland (The Macatawa Area Coordinating Council), Muskegon (West Michigan Shoreline Regional Development Commission), and long-range plans in rural Ottawa County must meet budgeted levels for Volatile Organic Compounds and Nitrogen Oxide (NOx) emissions. The spreadsheet below outlines those budget numbers and clearly displays the fact that the plans tested conform to the National Ambient Air Quality Standards.

The entire report on air quality conformity can be found in Appendix F.

VOC	Tons per Day	Tons per Day
Year	Calculated Emissions	Approved Budget
2007	25.975	40.70
2011	19.451	40.70
2018	13.314	40.70
2025	11.306	40.70
2035	12.027	40.70

NOX	Tons per Day	Tons per Day
Year	Calculated Emissions	Approved Budget
2007	38.493	97.87
2011	27.025	97.87
2018	14.194	97.87
2025	10.782	97.87
2035	9.879	97.87

Source: Air Quality Conformity text using Mobile 6 program.

Figure 15 — Air Quality Emissions (Tons per Day)

FINANCIAL ANALYSIS

The following pages are designed to provide expenditure and revenue data for the Grand Rapids Area over the life of the 2035 Long Range Transportation Plan:

ASSUMPTIONS FOR FINANCIAL ESTIMATES

Federal transportation legislation dictates that Long Range Transportation Plans developed by metropolitan areas must be financially constrained in that expenditures must not exceed revenues for the area.

Financial estimates for all categories in the local project section were based on historical levels (contained in the Transportation Improvement Program) and future annual funding estimates provided by MDOT.

As part of the Year of Expenditure Dollars federal requirement 23 CFR 450.322(f)(10)(i.v.) to incorporate inflation into project cost estimates, project costs have been adjusted as of December 11, 2007, and are reflected within the updated "GVMC 2035 Long Range Plan Projects" list. For the fiscal years 2008-2011, local jurisdictions applied inflation individually for their projects based on current consumer price indices. Letters indicating the application of inflation to project costs by local jurisdictions may be found in Appendix L. For the remainder of the 2035 Long Range Transportation Plan, inflation was applied to project cost estimates by GVMC staff. Based on recommendations from the Michigan Department of Transportation, an annual inflation rate of 4% was anticipated for the years 2012-2018 and an annual inflation rate of 3.3% was anticipated for the remainder of the Plan's duration, 2018-2035. For each range of project years, an average inflation rate was calculated based on the annual inflation rates recommended. The average inflation rate applied to projects between 2012-2018 was calculated to be 12.8%. For 2019-2025 the average inflation rate applied was 10.5%, and for 2026-2035 the average inflation rate applied was 16.2%. For each range of project years the average inflation rate was applied including the compounding factor from the previous time period. In addition to reflecting the inflated project cost estimates in the Long Range Plan Projects list, the inflated project cost estimates were incorporated into the expenditure table, and estimates of both revenues and expenditures are provided through the year 2035.

Federal allocations include the congressionally-designated High Priority Projects Program of the federal transportation legislation, SAFETEA-LU as well as funds distributed at the discretion of the U. S. Secretary of Transportation. These funds are typically provided for a very specific project or use. These projects are usually awarded in conjunction with the passage of federal transportation legislation, which occurs every five to six years.

Grand Rapids is a Transportation Management Area (TMA). TMAs are areas of population greater than 200,000 and have a set aside of federal STP funds. These include the urbanized areas of Ann Arbor, Detroit, Flint, Grand Rapids, Lansing/East Lansing, and parts of South Bend (Niles) and Toledo (City of Monroe) that spill over into Michigan. In Michigan the entire set aside for TMAs is reserved for spending on local jurisdiction facilities.

The format used to provide these estimates has been agreed to in principal by the Michigan Department of Transportation, the Michigan Transportation Planning Association, and the Federal Highway Administration. Local modification is permitted where appropriate with proper justification.

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, millages, bonds, tax increment financing, and special assessments to fund improvements as well.

In the funding tables contained in this chapter, there are two funding areas/categories that are listed as local funds. Those categories are Operations and Maintenance funds and Non-Operations and Maintenance funds. General estimates were provided by the road implementing agencies in the Grand Rapids area for both funding areas. 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. Non Operations and Maintenance funds are used for local road projects or to match other state and federal funds being used for transportation project development. These Non Operation and Maintenance funds are used for projects within the local agency's jurisdiction such as repaving, reconstruction, safety, and bridge projects. These projects are generally not regionally significant, and are not required to be listed specifically in the plan. In the event that these projects are regionally significant, said projects will be included in the MPO planning process and will be included in subsequent Transportation Improvement Programs. The distribution of local funding estimates are 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. 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 an Ozone Action day awareness program, free bus rides on Ozone 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.

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 state wide. Metropolitan Planning Organizations (MPO) and stated 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 be-

ing 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 (EDC) federal funds.

Additionally, it should be noted that:

Safety and Enhancement are statewide competitive funding categories. As such, it is impossible to accurately estimate how much funding may come to the area in a single year. As noted previously, historical data was used to make those estimates.

It is assumed that the TEDF Program will continue to exist over the life of this plan, although the program is subject to change based on the action of the State Legislature.

The Long Range Transportation Plan deals with fiscal years, not calendar years.

The Long Range Transportation Plan must list **projects funded with federal funds and those that are regionally significant** regardless of the funding source. All known projects and revenue have been included in the following financial tables. As future projects in programs such as CM, STP-Enhancement, and HSIP are selected for funding, those projects will be amended into the GVMC TIP document.

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. State trunkline programs include:

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.

Capacity Improvements - Capacity improvements include the widening and resurfacing or reconstructing of roads with the purpose of relieving urban congestion and improving 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.

REVENUE ESTIMATE METHODOLOGY

The revenue tables listed on the previous pages were constructed using figures derived from the Fiscal Year 2006-2008 Transportation Improvement Plan (TIP), the project lists developed for this Plan, and future revenue projects generate through methodology provided by the Michigan Department of Transportation (MDOT).

The annual average of the three years of the TIP was used as a baseline. That baseline was then projected into the future using methodology provided by MDOT. The methodology includes an annual growth rate through the year 2035 with that amount being adjusted for deflation annually based on the 20 year consumer price index deflation rate. All revenue category information comes directly from the TIP with the exception of the MDOT programs I/C New Roads (Improve Capacity) line item which came from the financial projections provided by the Department and the local funds category estimation which comes from an inflation adjusted MDOT projection.

From here, an average annual rate per category was developed for the time horizons of the years 2006-2007, 2008-2011, 2012-2018, and 2019-2025, 2026-2035. The annual rate was multiplied by the number of years in that time span to arrive at a total amount for that time frame.

2035 GVMC Long Range Plan Revenues						
Federal Highway Programs	Total 06-07	Total 08-11	Total 12-18	Total 19-25	Total 26-35	Total
STP-Urban	$14,727,508	$32,300,000	$56,452,823	$60,155,781	$92,845,240	$256,481,352
TEDF-C	$5,566,276	$7,300,000	$16,980,873	$18,094,720	$27,927,630	$75,869,499
STP-Rural	$1,068,132	$2,225,436	$4,094,314	$4,362,876	$6,733,720	$18,484,478
Small Urban	$476,134	$992,016	$1,821,946	$1,944,810	$3,001,650	$8,236,556
Local Enhancements	$2,976,914	$6,202,348	$11,410,973	$12,159,462	$18,767,080	$51,516,777
Local Safety	$1,078,232	$2,246,476	$4,133,031	$4,404,134	$6,797,400	$18,659,273
Total	$25,893,196	$51,266,276	$94,893,960	$101,121,783	$156,072,720	$429,247,935
MDOT Programs						
I/C New Roads	$29,167,288	$58,334,576	$102,085,508	$102,085,508	$145,836,440	$437,509,320
Preserve	$98,451,596	$196,903,192	$344,580,586	$344,580,586	$492,257,980	$1,476,773,940
Subtotal MDOT	$127,618,884	$255,237,768	$446,666,094	$446,666,094	$638,094,420	$1,914,283,260
Local Funds						
Operations and Maintenance	$26,687,500	$55,602,946	$102,297,323	$109,007,409	$168,243,485	$461,838,663
Other Local Funds	$80,062,500	$166,808,838	$306,891,968	$327,022,227	$504,730,455	$1,385,515,988
Subtotal	$106,750,000	$222,411,784	$409,189,291	$436,029,636	$672,973,940	$1,847,354,651
Total	$260,262,080	$528,915,828	$950,749,345	$983,817,513	$1,467,141,080	$4,190,885,846

EXPENDITURES AND DEMONSTRATION OF FINANCIAL CONSTRAINT

The expenditure information comes from the TIP as well with the exception of projects that were programmed as part of this Plan. Categories including STP-Urban and TEDF-C have the total amount of the planned projects from this document as the number used for total expenditure. The same baseline and projection information was used as well as the breakdown of expenditures over the different time horizons.

2035 GVMC Long Range Plan Expenditures						
Federal Highway Funds	Total 06-07	Total 08-11	Total 12-18	Total 19-25	Total 26-35	Total 06-30
STP-Urban	$14,727,508	$30,423,841	$55,647,340	$60,155,781	$92,845,240	$253,799,710
TEDF-C	$2,783,138	$7,300,000	$12,044,712	$15,577,550	$20,682,628	$58,388,028
STP-Rural	$1,068,132	$0	$0	$0	$0	$1,068,132
Small Urban	$476,134	$0	$0	$0	$0	$476,134
Local Enhancements	$2,976,914	$0	$0	$0	$0	$2,976,914
Local Safety	$1,078,232	$0	$0	$0	$0	$1,078,232
Subtotal	$23,110,058	$37,723,841	$67,692,052	$75,733,331	$113,527,868	$317,787,150
State Programs						
I/C New Roads	$29,167,288	$58,500,000	$0	$30,000,000	$130,000,000	$247,667,288
Preserve	$98,451,596	$196,903,192	$344,580,586	$344,580,586	$492,257,980	$1,476,773,940
Subtotal	$127,618,884	$255,403,192	$344,580,586	$374,580,586	$622,257,980	$1,724,441,228
Local Programs						
Operations and Maintenance	$26,687,500	$55,602,946	$102,297,323	$109,007,409	$168,243,485	$461,838,663
Other Local Funds	$80,062,500	$166,808,838	$306,891,968	$327,022,227	$504,730,455	$1,385,515,988
Subtotal	$106,750,000	$222,411,784	$409,189,291	$436,029,636	$672,973,940	$1,847,354,651
Total	$257,478,942	$515,538,817	$821,461,929	$886,343,553	$1,408,759,788	$3,889,583,029

FINANCIAL INFORMATION FOR TRANSIT PROJECTS

To provide more detail about the assumptions and types of projects that will be done over the life of the Plan related to transit and public transportation, a spreadsheet is provided here. The assumptions used to develop the Transit financial estimates are noted at the bottom of the table as footnotes to the main chart.

Transit Revenues

	Operating	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
1	Passenger Fares - Fixed Route	$ 4,205,099	$ 4,331,252	$ 4,461,190	$ 4,595,025	$ 4,732,876	$ 4,874,862	$ 5,021,108	$ 5,171,741	$ 5,326,894	$ 5,486,700	$ 5,651,301	$ 5,820,840	$ 5,995,466	$ 6,175,330	$ 6,360,590	$ 6,551,407	$ 6,747,949	$ 6,950,388	$ 7,158,900	$ 7,373,667	$ 7,594,877	$ 7,822,723	$ 8,057,405	$ 8,299,127	$ 8,548,100	$ 8,804,543	$ 9,068,680	$ 9,340,740	$ 9,620,962	$ 190,149,742
	Passenger Fares - Bus Rapid Transit (BRT)	$ -	$ -	$ -	$ -	$ -	$ 700,000	$ 721,000	$ 742,630	$ 764,909	$ 787,856	$ 811,492	$ 835,837	$ 860,912	$ 886,739	$ 913,341	$ 940,741	$ 968,964	$ 998,033	$ 1,027,974	$ 1,058,813	$ 1,090,577	$ 1,123,295	$ 1,156,993	$ 1,191,703	$ 1,227,454	$ 1,264,278	$ 1,302,206	$ 1,341,272	$ 1,381,511	$ 24,098,529
2	Sale of Transportation Services	$ 4,344,129	$ 4,467,308	$ 4,597,319	$ 4,747,144	$ 4,902,244	$ 5,062,813	$ 5,214,697	$ 5,371,138	$ 5,532,272	$ 5,698,241	$ 5,869,188	$ 6,045,264	$ 6,226,621	$ 6,413,420	$ 6,605,823	$ 6,803,997	$ 7,008,117	$ 7,218,361	$ 7,434,912	$ 7,657,959	$ 7,887,698	$ 8,124,329	$ 8,368,059	$ 8,619,100	$ 8,877,673	$ 9,144,003	$ 9,418,324	$ 9,700,873	$ 9,991,899	$ 197,352,926
3	Property Tax	$ 10,062,673	$ 12,219,262	$ 12,585,840	$ 12,963,415	$ 13,352,318	$ 13,752,887	$ 14,165,474	$ 14,590,438	$ 15,028,151	$ 15,479,996	$ 15,943,365	$ 16,421,666	$ 16,914,316	$ 17,421,746	$ 17,944,398	$ 18,482,730	$ 19,037,212	$ 19,608,328	$ 20,196,578	$ 20,802,476	$ 21,426,550	$ 22,069,346	$ 22,731,427	$ 23,413,370	$ 24,115,771	$ 24,839,244	$ 25,584,421	$ 26,351,954	$ 27,142,512	$ 534,646,863
	Bus Rapid Transit (BRT) Local Operating Revenue	$ -	$ -	$ -	$ -	$ -	$ 1,000,000	$ 1,030,000	$ 1,060,900	$ 1,092,727	$ 1,125,509	$ 1,159,274	$ 1,194,052	$ 1,229,874	$ 1,266,770	$ 1,304,773	$ 1,343,916	$ 1,384,234	$ 1,425,761	$ 1,468,534	$ 1,512,590	$ 1,557,967	$ 1,604,706	$ 1,652,848	$ 1,702,433	$ 1,753,506	$ 1,806,111	$ 1,860,295	$ 1,916,103	$ 1,973,587	$ 34,426,470
4	State Operating Assistance - Fixed Route	$ 8,993,817	$ 9,509,262	$ 10,230,221	$ 10,312,181	$ 10,392,821	$ 10,472,006	$ 10,655,266	$ 10,841,733	$ 11,031,463	$ 11,224,514	$ 11,420,943	$ 11,620,810	$ 11,824,174	$ 12,031,097	$ 12,241,641	$ 12,455,870	$ 12,673,847	$ 12,895,640	$ 13,121,313	$ 13,350,936	$ 13,584,578	$ 13,822,308	$ 14,064,198	$ 14,310,322	$ 14,560,752	$ 14,815,566	$ 15,074,838	$ 15,338,648	$ 15,607,074	$ 358,477,840
4	State Operating Assistance - Bus Rapid Transit (BRT)	$ -	$ -	$ -	$ -	$ -	$ 700,000	$ 712,250	$ 724,714	$ 737,397	$ 750,301	$ 763,432	$ 776,792	$ 790,386	$ 804,217	$ 818,291	$ 832,611	$ 847,182	$ 862,008	$ 877,093	$ 892,442	$ 908,060	$ 923,951	$ 940,120	$ 956,572	$ 973,312	$ 990,345	$ 1,007,676	$ 1,025,310	$ 1,043,253	$ 20,657,711
5	Interest, Advertising, and Miscellaneous	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 470,514	$ 13,644,906
6	Operating Expense - Capitalized	$ 590,933	$ -	$ -	$ -	$ -	$ 373,604	$ 384,332	$ 394,762	$ 404,868	$ 414,621	$ 423,992	$ 432,950	$ 441,462	$ 449,494	$ 457,012	$ 463,977	$ 470,351	$ 476,094	$ 481,164	$ 485,516	$ 489,105	$ 491,883	$ 493,799	$ 494,801	$ 494,835	$ 493,845	$ 491,771	$ 488,552	$ 484,123	$ 11,567,850
	Total Operating Revenues	**$ 28,667,165**	**$ 30,997,598**	**$ 32,345,084**	**$ 33,088,280**	**$ 33,850,773**	**$ 37,406,686**	**$ 38,374,641**	**$ 39,368,571**	**$ 40,389,196**	**$ 41,437,252**	**$ 42,513,502**	**$ 43,618,725**	**$ 44,753,725**	**$ 45,919,327**	**$ 47,116,383**	**$ 48,345,764**	**$ 49,608,371**	**$ 50,905,126**	**$ 52,236,981**	**$ 53,604,912**	**$ 55,009,925**	**$ 56,453,054**	**$ 57,935,361**	**$ 59,457,941**	**$ 61,021,918**	**$ 62,628,449**	**$ 64,278,724**	**$ 65,973,967**	**$ 67,715,435**	**$ 1,373,454,987**

	Capital	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
7	*5307 Federal Apportionments*	*$ 6,277,921*	*$ 6,591,816*	*$ 6,921,407*	*$ 7,630,852*	*$ 8,012,394*	*$ 8,252,766*	*$ 8,500,349*	*$ 8,755,359*	*$ 9,018,020*	*$ 9,288,561*	*$ 9,567,217*	*$ 9,854,234*	*$ 10,149,861*	*$ 10,454,357*	*$ 10,767,988*	*$ 11,091,027*	*$ 11,423,758*	*$ 11,766,471*	*$ 12,119,465*	*$ 12,483,049*	*$ 12,857,540*	*$ 13,243,266*	*$ 13,640,564*	*$ 14,049,781*	*$ 14,471,275*	*$ 14,905,413*	*$ 15,352,575*	*$ 15,813,153*	*$ 16,287,547*	*$ 319,547,987*
	5307 Federal Apportionments less Capitalized Operating	*$ 5,686,988*	*$ 6,591,816*	*$ 6,921,407*	*$ 7,630,852*	*$ 8,012,394*	*$ 7,879,162*	*$ 8,116,017*	*$ 8,360,597*	*$ 8,613,152*	*$ 8,873,939*	*$ 9,143,225*	*$ 9,421,284*	*$ 9,708,399*	*$ 10,004,862*	*$ 10,310,976*	*$ 10,627,050*	*$ 10,953,407*	*$ 11,290,376*	*$ 11,638,301*	*$ 11,997,532*	*$ 12,368,435*	*$ 12,751,384*	*$ 13,146,766*	*$ 13,554,980*	*$ 13,976,439*	*$ 14,411,568*	*$ 14,860,804*	*$ 15,324,601*	*$ 15,803,424*	*$ 307,980,137*
8	*5309 Federal Discretionary*	*$ 4,481,284*	*$ 16,906,497*	*$ 11,575,544*	*$ 1,873,130*	*$ 1,335,535*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 4,071,609*	*$ 8,297,511*	*$ 7,130,021*	*$ 9,649,103*	*$ -*	*$ 2,652,114*	*$ -*	*$ -*	*$ -*	*$ -*	*$ 920,885*	*$ 3,942,845*	*$ 9,382,904*	*$ 15,953,811*	*$ 13,875,797*	*$ 18,419,499*	*$ -*	*$ 7,009,340*	*$ 137,477,427*
	Federal Transit Administration (FTA) Very Small Starts (BRT)	$ -	$ 828,000	$ 592,800	$ 13,199,200	$ 14,101,600	$ 615,200	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 29,336,800
9	Congestion, Mitigation, and Air Quality (CMAQ)	$ 953,333	$ 325,000	$ 341,000	$ 358,000	$ 378,000	$ 396,900	$ 416,745	$ 437,582	$ 459,461	$ 482,434	$ 506,556	$ 531,884	$ 558,478	$ 586,402	$ 615,722	$ 646,508	$ 678,834	$ 712,775	$ 748,414	$ 785,835	$ 825,127	$ 866,383	$ 909,702	$ 955,187	$ 1,002,947	$ 1,053,094	$ 1,105,749	$ 1,161,036	$ 1,219,088	$ 20,018,176
10	Local Capital	$ 185,000	$ 190,550	$ 196,267	$ 202,154	$ 208,219	$ 214,466	$ 220,900	$ 227,527	$ 234,352	$ 241,383	$ 248,625	$ 256,083	$ 263,766	$ 271,679	$ 279,829	$ 288,224	$ 296,871	$ 305,777	$ 314,950	$ 324,399	$ 334,131	$ 344,154	$ 354,479	$ 365,114	$ 376,067	$ 387,349	$ 398,969	$ 410,938	$ 423,267	$ 8,365,487
	Local/State Capital - Bus Rapid Transit (BRT)	$ -	$ 207,000	$ 148,200	$ 3,299,800	$ 3,525,400	$ 153,800	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,334,200
	Total Capital Revenues	**$ 11,306,605**	**$ 25,048,863**	**$ 19,775,217**	**$ 26,563,136**	**$ 27,561,148**	**$ 9,259,527**	**$ 8,753,661**	**$ 9,025,706**	**$ 9,306,965**	**$ 9,597,757**	**$ 9,898,406**	**$ 14,280,860**	**$ 18,828,153**	**$ 17,992,964**	**$ 20,855,630**	**$ 11,561,782**	**$ 14,581,225**	**$ 12,308,929**	**$ 12,701,665**	**$ 13,107,766**	**$ 13,527,692**	**$ 14,882,806**	**$ 18,353,792**	**$ 24,258,185**	**$ 31,309,264**	**$ 29,727,807**	**$ 34,785,021**	**$ 16,896,575**	**$ 24,455,119**	**$ 510,512,228**

Transit Expenditures

	Operating	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
11	Labor and Fringes - Fixed Route	$ 15,489,072	$ 15,917,247	$ 16,342,130	$ 16,778,863	$ 17,227,787	$ 17,689,252	$ 18,219,930	$ 18,766,528	$ 19,329,524	$ 19,909,409	$ 20,506,692	$ 21,121,893	$ 21,755,549	$ 22,408,216	$ 23,080,462	$ 23,772,876	$ 24,486,062	$ 25,220,644	$ 25,977,264	$ 26,756,581	$ 27,559,279	$ 28,386,057	$ 29,237,639	$ 30,114,768	$ 31,018,211	$ 31,948,758	$ 32,907,220	$ 33,894,437	$ 34,911,270	$ 690,733,621
	Bus Rapid Transit (BRT)	$ -	$ -	$ -	$ -	$ -	$ 2,400,000	$ 2,472,000	$ 2,471,999	$ 2,471,998	$ 2,471,997	$ 2,471,996	$ 2,471,995	$ 2,471,994	$ 2,471,993	$ 2,471,992	$ 2,471,991	$ 2,471,990	$ 2,471,989	$ 2,471,988	$ 2,471,987	$ 2,471,986	$ 2,471,985	$ 2,471,984	$ 2,471,982	$ 2,471,981	$ 2,471,980	$ 2,471,979	$ 2,471,978	$ 2,471,977	$ 59,255,739
12	Services, Casualty/Liability, & Transfers	$ 2,208,340	$ 2,329,472	$ 2,376,672	$ 2,363,366	$ 2,409,642	$ 2,456,868	$ 2,506,005	$ 2,556,125	$ 2,607,248	$ 2,659,393	$ 2,712,581	$ 2,766,832	$ 2,822,169	$ 2,878,612	$ 2,936,185	$ 2,994,908	$ 3,054,806	$ 3,115,903	$ 3,178,221	$ 3,241,785	$ 3,306,621	$ 3,372,753	$ 3,440,208	$ 3,509,012	$ 3,579,193	$ 3,650,776	$ 3,723,792	$ 3,798,268	$ 3,874,233	$ 86,429,988
13	Materials, Supplies, Utilities	$ 4,392,935	$ 4,538,741	$ 4,602,243	$ 4,659,329	$ 4,717,324	$ 4,776,243	$ 4,871,768	$ 4,969,204	$ 5,068,588	$ 5,169,960	$ 5,273,359	$ 5,378,826	$ 5,486,402	$ 5,596,130	$ 5,708,053	$ 5,822,214	$ 5,938,658	$ 6,057,432	$ 6,178,580	$ 6,302,152	$ 6,428,195	$ 6,556,759	$ 6,687,894	$ 6,821,652	$ 6,958,085	$ 7,097,247	$ 7,239,192	$ 7,383,975	$ 7,531,655	$ 168,212,795
14	Purchased Transportation	$ 6,136,720	$ 6,660,697	$ 6,818,065	$ 6,979,735	$ 7,145,831	$ 7,316,483	$ 7,462,813	$ 7,612,069	$ 7,764,311	$ 7,919,597	$ 8,077,989	$ 8,239,549	$ 8,404,340	$ 8,572,426	$ 8,743,875	$ 8,918,752	$ 9,097,127	$ 9,279,070	$ 9,464,651	$ 9,653,944	$ 9,847,023	$ 10,043,964	$ 10,244,843	$ 10,449,740	$ 10,658,735	$ 10,871,909	$ 11,089,348	$ 11,311,134	$ 11,537,357	$ 256,322,097
15	Service Improvements	$ 103,780	$ 428,937	$ 2,496,432	$ 2,583,807	$ 2,674,241	$ 2,767,839	$ 2,850,874	$ 2,936,401	$ 3,024,493	$ 3,115,227	$ 3,208,684	$ 3,304,945	$ 3,404,093	$ 3,506,216	$ 3,611,402	$ 3,719,744	$ 3,831,337	$ 3,946,277	$ 4,064,665	$ 4,186,605	$ 4,312,203	$ 4,441,569	$ 4,574,816	$ 4,712,061	$ 4,853,423	$ 4,999,025	$ 5,148,996	$ 5,303,466	$ 5,462,570	$ 103,574,129
	Total Operating Expenses	**$ 28,330,847**	**$ 29,875,093**	**$ 32,635,542**	**$ 33,365,100**	**$ 34,174,825**	**$ 37,406,686**	**$ 38,383,391**	**$ 39,312,326**	**$ 40,266,161**	**$ 41,245,583**	**$ 42,251,300**	**$ 43,284,039**	**$ 44,344,547**	**$ 45,433,593**	**$ 46,551,969**	**$ 47,700,486**	**$ 48,879,981**	**$ 50,091,314**	**$ 51,335,368**	**$ 52,613,054**	**$ 53,925,307**	**$ 55,273,087**	**$ 56,657,384**	**$ 58,079,216**	**$ 59,539,627**	**$ 61,039,696**	**$ 62,580,527**	**$ 64,163,259**	**$ 65,789,063**	**$ 1,364,528,370**

	Capital	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
16	Miscellaneous Capital Needs	$ 3,771,839	$ 4,186,863	$ 4,534,217	$ 4,511,136	$ 4,704,148	$ 4,845,272	$ 4,990,631	$ 5,140,350	$ 5,294,560	$ 5,453,397	$ 5,616,999	$ 5,785,509	$ 5,959,074	$ 6,137,846	$ 6,321,982	$ 6,511,641	$ 6,706,990	$ 6,908,200	$ 7,115,446	$ 7,328,909	$ 7,548,777	$ 7,775,240	$ 8,008,497	$ 8,248,752	$ 8,496,215	$ 8,751,101	$ 9,013,634	$ 9,284,043	$ 9,562,564	$ 188,513,830
20	Bus Rapid Transit (BRT)	$ -	$ 1,035,000	$ 741,000	$ 16,499,000	$ 17,627,000	$ 769,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 36,671,000
17	Facility Expansion Needs	$ -	$ 13,500,000	$ 6,700,000	$ 4,100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 24,300,000
18	Replacement/addition of fixed-route buses (Number)	**21**	**17**	**19**	**1**	**12**	**0**	**8**	**0**	**0**	**13**	**9**	**14**	**21**	**17**	**19**	**1**	**12**	**0**	**8**	**0**	**0**	**13**	**9**	**14**	**21**	**17**	**19**	**1**	**12**	**298**
	Replacement/addition of fixed-route buses (Cost)	$ 6,565,833	$ 5,535,000	$ 6,489,000	$ 358,000	$ 4,546,000	$ -	$ 3,341,310	$ -	$ 6,285,474	$ 4,569,056	$ 7,462,792	$ 11,753,897	$ 9,990,812	$ 11,724,512	$ 647,934	$ 8,163,963	$ -	$ -	$ 6,000,513	$ -	$ -	$ 11,287,808	$ 8,205,368	$ 13,402,102	$ 21,108,310	$ 17,942,063	$ 21,055,539	$ 1,163,596	$ 14,661,304	$ 202,260,185
19	Replacement/addition of Paratransit Vehicles (Number)	**6**	**12**	**19**	**15**	**9**	**11**	**6**	**12**	**19**	**15**	**9**	**11**	**6**	**12**	**19**	**15**	**9**	**11**	**6**	**12**	**19**	**15**	**9**	**11**	**6**	**12**	**19**	**15**	**9**	**349**
	Replacement/addition of Paratransit Vehicles (Cost)	$ 378,000	$ 792,000	$ 1,311,000	$ 1,095,000	$ 684,000	$ 877,800	$ 502,740	$ 1,055,754	$ 1,755,191	$ 1,454,961	$ 916,625	$ 1,176,336	$ 673,720	$ 1,414,811	$ 2,352,124	$ 1,949,787	$ 1,228,366	$ 1,576,403	$ 902,849	$ 1,895,982	$ 3,152,071	$ 2,612,901	$ 1,646,128	$ 2,112,530	$ 1,209,904	$ 2,540,798	$ 4,224,076	$ 3,501,537	$ 2,205,968	$ 47,199,362
14	Capitalized Operating Expense	$ 590,933	$ -	$ -	$ -	$ -	$ 373,604	$ 384,332	$ 394,762	$ 404,868	$ 414,621	$ 423,992	$ 432,950	$ 441,462	$ 449,494	$ 457,012	$ 463,977	$ 470,351	$ 476,094	$ 481,164	$ 485,516	$ 489,105	$ 491,883	$ 493,799	$ 494,801	$ 494,835	$ 493,845	$ 491,771	$ 488,552	$ 484,123	$ 11,567,850
	Total Capital Needs	**$ 11,306,605**	**$ 25,048,863**	**$ 19,775,217**	**$ 26,563,136**	**$ 27,561,148**	**$ 6,865,677**	**$ 9,219,013**	**$ 6,590,866**	**$ 7,454,619**	**$ 13,608,453**	**$ 11,526,673**	**$ 14,857,587**	**$ 18,828,153**	**$ 17,992,964**	**$ 20,855,629**	**$ 9,573,338**	**$ 16,569,670**	**$ 8,960,697**	**$ 14,499,971**	**$ 9,710,408**	**$ 11,189,953**	**$ 22,167,831**	**$ 18,353,791**	**$ 24,258,185**	**$ 31,309,264**	**$ 29,727,807**	**$ 34,785,021**	**$ 14,437,728**	**$ 26,913,960**	**$ 473,841,227**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Total Operating Revenues	$ 28,667,165	$ 30,997,598	$ 32,345,084	$ 33,088,280	$ 33,850,773	$ 37,406,686	$ 38,374,641	$ 39,368,571	$ 40,389,196	$ 41,437,252	$ 42,513,502	$ 43,618,725	$ 44,753,725	$ 45,919,327	$ 47,116,383	$ 48,345,764	$ 49,608,371	$ 50,905,126	$ 52,236,981	$ 53,604,912	$ 55,009,925	$ 56,453,054	$ 57,935,361	$ 59,457,941	$ 61,021,918	$ 62,628,449	$ 64,278,724	$ 65,973,967	$ 67,715,435	$ 1,385,022,837
Total Operating Expenditures	$ 28,330,847	$ 29,875,093	$ 32,635,542	$ 33,365,100	$ 34,174,825	$ 37,406,686	$ 38,383,391	$ 39,312,326	$ 40,266,161	$ 41,245,583	$ 42,251,300	$ 43,284,039	$ 44,344,547	$ 45,433,593	$ 46,551,969	$ 47,700,486	$ 48,879,981	$ 50,091,314	$ 51,335,368	$ 52,613,054	$ 53,925,307	$ 55,273,087	$ 56,657,384	$ 58,079,216	$ 59,539,627	$ 61,039,696	$ 62,580,527	$ 64,163,259	$ 65,789,063	$ 1,364,528,370
Remaining Funds	**$ 336,318**	**$ 1,122,504**	**$ (290,458)**	**$ (276,821)**	**$ (324,052)**	**$ 0**	**$ (8,750)**	**$ 56,246**	**$ 123,035**	**$ 191,669**	**$ 262,202**	**$ 334,686**	**$ 409,178**	**$ 485,734**	**$ 564,414**	**$ 645,278**	**$ 728,390**	**$ 813,812**	**$ 901,612**	**$ 991,858**	**$ 1,084,619**	**$ 1,179,967**	**$ 1,277,977**	**$ 1,378,726**	**$ 1,482,291**	**$ 1,588,753**	**$ 1,698,197**	**$ 1,810,708**	**$ 1,926,373**	**$ 20,494,467**
Total Capital Revenues	$ 11,306,605	$ 25,048,863	$ 19,775,217	$ 26,563,136	$ 27,561,148	$ 9,259,527	$ 8,753,661	$ 9,025,706	$ 9,306,965	$ 9,597,757	$ 9,898,406	$ 14,280,860	$ 18,828,153	$ 17,992,964	$ 20,855,630	$ 11,561,782	$ 14,581,225	$ 12,308,929	$ 12,701,665	$ 13,107,766	$ 13,527,692	$ 14,882,806	$ 18,353,792	$ 24,258,185	$ 31,309,264	$ 29,727,807	$ 34,785,021	$ 16,896,575	$ 24,455,119	$ 510,512,228
Total Capital Needs	$ 11,306,605	$ 25,048,863	$ 19,775,217	$ 26,563,136	$ 27,561,148	$ 6,865,677	$ 9,219,013	$ 6,590,866	$ 7,454,619	$ 13,608,453	$ 11,526,673	$ 14,857,587	$ 18,828,153	$ 17,992,964	$ 20,855,629	$ 9,573,338	$ 16,569,670	$ 8,960,697	$ 14,499,971	$ 9,710,408	$ 11,189,953	$ 22,167,831	$ 18,353,791	$ 24,258,185	$ 31,309,264	$ 29,727,807	$ 34,785,021	$ 14,437,728	$ 26,913,960	$ 510,512,227
Remaining Funds	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 2,393,851**	**$ (465,351)**	**$ 2,434,840**	**$ 1,852,346**	**$ (4,010,696)**	**$ (1,628,267)**	**$ (576,727)**	**$ 0**	**$ 0**	**$ 0**	**$ 1,988,444**	**$ (1,988,445)**	**$ 3,348,231**	**$ (1,798,306)**	**$ 3,397,358**	**$ 2,337,739**	**$ (7,285,025)**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 2,458,847**	**$ (2,458,841)**	**$ 0**

Definitions:

1 Passenger fare revenues are estimated based on the FY 2007 adopted budget and a 3% annual increase.
2 Sale of transportation service revenues include contracts public transportation services. It is estimated based on the FY 2007 adopted budget and a 3% annual increase.
3 Property tax revenue is based on the FY 2008 levy of 0.95 mills, and an increase in FY 2009 to 1.12 mills for enhanced services. Future years revenues are estimated using a 3% annual increase.
4 State operating assistance revenues are based on the FY 2007 adopted budget and estimated allocations through FY 2012 based on The Rapid's eligible expenses. Future revenues are estimated using a 1.75% annual increase.
5 Interest, advertising, and miscellaneous revenues are based on the FY 2007 adopted budget.
6 Capitalized operating expense represent federal capital dollars allocated to cover operating deficits. This is utilized if there is an estimated operating deficit for a given year.
7 5307 Federal Capital funds are allocated based on a formula approved on an annual basis. These revenues are estimated for FY 2007 - FY 2011. Future years are estimated based on a 3% annual increase.
8 5309 Federal Discretionary funds are estimated based on The Rapid's total remaining capital needs through 2035.
9 Congestion, Mitigation, and Air Quality (CMAQ) revenues are estimated based on the cost to purchase one clean diesel bus from 2008 on.
10 Local capital funds represent the DDA capture that is allocated to transit infrastructure. This is estimated based on the FY 2007 adopted budget and a 3% annual increase.
11 Labor and fringes is estimated based on the FY 2007 adopted budget and a 3% annual increase.
12 Services, casualty/liability, & transfers is estimated based on the FY 2007 adopted budget and a 3% annual increase.
13 Materials, supplies, utilities is estimated based on the FY 2007 adopted budget and a 2% annual increase.
14 Purchased of transportation service revenues includes contracts for public transportation services. It is estimated based on the FY 2007 adopted budget and a 2% annual increase.
15 Service improvements represent the costs associated with implementing Phase 1 of the Comprehensive Operational Analysis (COA) in FY 2008 and Phase II of the COA in FY 2009. Future years are estimated based on a 3% annual increase in expenses.
16 Miscellaneous capital expenditures include computers, project administration, bus tires, contracting, planning, maintenance, shop equipment, ITS, preventative maintenance, new maintenance facility, future studies, and passenger amenities.
17 Facility expansion needs represents the expansion and/or upgrade to The Rapid's Wealthy Street facility to accommodate more rolling stock and newer technologies and is estimated to be $27,000,000.
18 Replacement of fixed-route buses is calculated based on a 12-year life at a cost of $312,659 beginning in FY 2007 with a 5% annual increase.
19 Replacement of paratransit vehicles is calculated based on a 5-year life at a cost of $63,000 beginning in FY 2007 with a 5% annual increase.
20 Bus Rapid Transit (BRT) capital expense includes guidway construction, stations, stops, platforms, support facilities, sitework, technology systems, purchase of vehicles, and proffessional services

The 2035 Long Range Transportation Plan accounts for all of the transportation expenditures in the area. The STP-Urban program, STP-Rural program and the preserve program listed under MDOT/State programs are used to preserve the system. The TEDF-C program and the I/C New Roads program under MDOT/State programs are funding sources that are established for expanding the transportation system. The STP-Rural, Small Urban, Local Enhancments, and Local Safety programs have revenue associated with them but no expenditures. The reason for this is that projects in these programs have not been specifically identified yet. Along with the the specific preservation projects that will be undertaken over the next 28 years, projects in these programs will be identified through the local transportation planning process and will be listed in future Transportation Improvement Plans.

Finally, the amount of funds available for operations and maintenance are combined with funds that each community uses to match state and federal grants for transportation projects. These two amounts are combined into a local funds category. Operations and maintenance activities include such things as snow plowing, traffic signal maintenance, signage, pothole repair, and road striping. The amount of expenditures for local funds was based on local input from the implementing agencies in the area. The revenue listed matches those estimates that the local agencies provided.

Here's the funding breakdown:

$5,970,961,536	Total revenue from federal, state, and local sources
- 461,838,663	Minus Operation and Maintenance costs
5,509,122,873	Available for capital improvement
-4,883,990,694	Minus Anticipated Preservation costs
615,132,179	Available for Improve/Expand Improvements
- 311,396,453	Minus Anticipated Improve/Expand costs
$ 303,735,726	Balance of unassigned funds

A large majority of the unassigned funds will be used for projects done with funding categories such as STP-Rural, STP-Small Urban, Local Enhancements, and Local Safety. Revenue is presented in the revenue table for these categories but since projects beyond 2007 are not identified, there are no expenditures noted in the expenditure table.

CONCLUSION

The Grand Rapids Area Year 2035 Long Range Transportation Plan is financially constrained. The financial tables and the above funding breakdown indicate that the total revenues for the Plan are more than the total expenditures.

Further, based on the amount of local funds coming to the area and the estimates provided by local agencies of their operation and maintenance budgets over the next 29 years, there are enough dollars to operate and maintain the existing transportation system.

INTERMODAL FOCUS

In order to develop a truly intermodal long range plan, issues related to more than roadways needed to be addressed. TEA-21 dictates that long range transportation plans be multi-modal in nature. It has been common practice throughout the transportation planning profession to concentrate on highways and pay little attention to other modes of transport. GVMC staff has put a process in place that integrates all modes of travel pertinent to the metropolitan area. Modes such as transit, rail, air, and non-motorized are viable means of transportation and, as such, are included in the overall transportation planning effort.

At the recommendation of staff, eight areas were focused on to address the various interests throughout the transportation community. The chart below outlines the various focus areas that were established for the development of the long range plan.

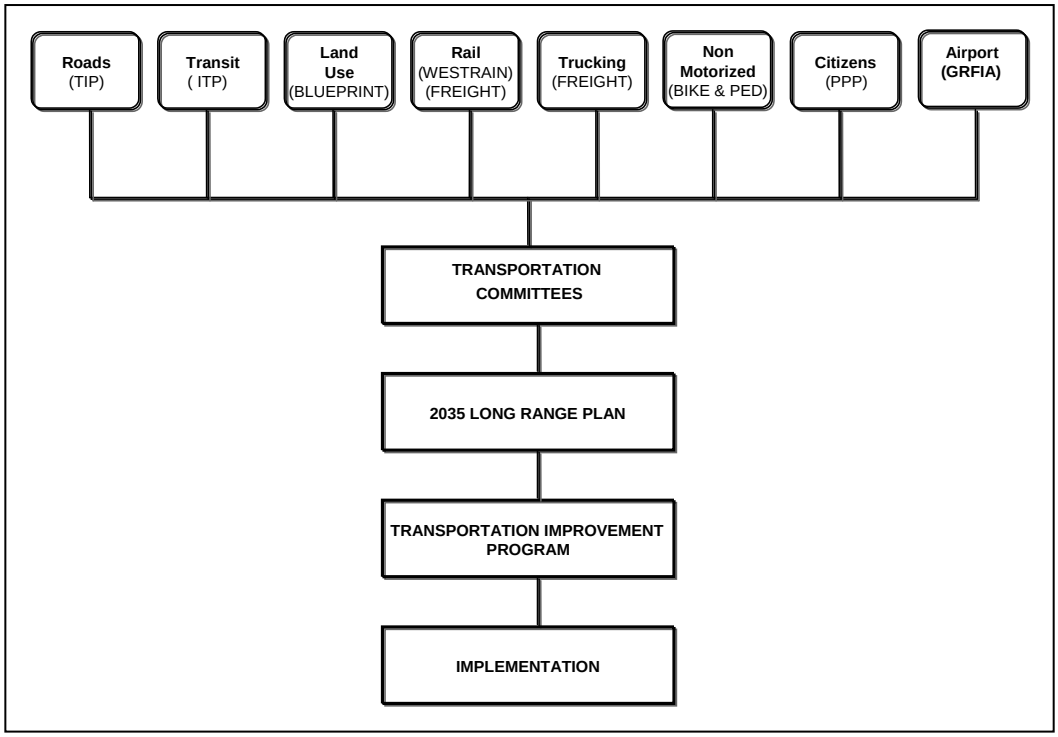


Figure 16 — 2035 Long Range Plan Intermodal Groups Diagram

ROADS

Highway issues for the Long Range Transportation Plan are addressed by the GVMC Technical Committee and a sub-committee of the Technical Committee called the Transportation Programming Study Group. Once the roadway/highway capacity deficiencies were identified, the Technical Committee reviewed the list of deficiencies and suggested possible alternatives. The Technical Committee made recommendations of approval to the GVMC Policy Committee. The Grand Valley Metropolitan

Council Board reviews the roadway/highway deficiencies when the final draft of the Plan is provided to them at the end of the plan development process.

TRANSIT

GVMC staff works very closely with the regional transit provider, ITP-The Rapid to assess long-range transit needs and incorporate those needs into the revised planning process. Projects and programs with a public transportation focus appear in Chapter 5 of this document. Transit programs continue to be an ongoing priority of GVMC and the two agencies meet regularly to identify, discuss, and plan for public transportation needs in the Grand Rapids urbanized area.

LAND USE

Land use issues for the 2035 LRTP were identified through the initial MPO agency meetings that were conducted in the Winter and Spring of 2006. Each agency responsible for land use planning within its jurisdiction was asked to identify land use issues for GVMC staff to focus on as part of the transportation planning process. Through this consultation, GVMC staff also developed the socio-economic data, which is the major data focus for projecting future traffic on the transportation network.

GVMC also has a Land Use department that assisted with the collection and compilation of the socio-economic data. The GVMC Land Use department is also working with the local units of government to formulate a regional land use vision. GVMC transportation staff continues to use the Long Range Transportation Plan as the means to better assess the interrelationship of land use and transportation.

RAIL

Two separate but equally important rail types are analyzed with the 2035 LRTP, passenger rail and freight rail.

Passenger Rail issues are being studied by the WESTRAIN Collaborative. The focus of WESTRAIN is to secure and maintain passenger rail service from Grand Rapids, Michigan to Chicago, Illinois. The WESTRAIN Committee is instrumental in working closely with MDOT and AMTRAK to maintain seven-day per week service on the Pere Marquette line between the two cities. Currently, the WESTRAIN Committee meets on a monthly basis to discuss and implement effective marketing of passenger rail service. Another accomplishment of the WESTRAIN Collaborative is the continuation of minor restoration projects on the AMTRAK station in Grand Rapids.

Freight Rail issues are being studied by staff in partnership with the Michigan Department of Transportation. GVMC and MDOT staff hosted a meeting in March 2006 to discuss MDOT's 5 Year Plan and the GVMC Long Range Transportation Plan. The 100 largest employers and freight interests in West Michigan were invited. Major employers in attendance included Steelcase, General Motors, Gainey Corporation, Meijer's, and S. Abraham & Sons. Business and industry input for this planning process was provided by the meetings staff had with entities such as the area Chambers' of Commerce. The issues raised in those meetings include the freight connectivity of the Grand Rapids area with other smaller urban areas around the state and how many traditional freight rail intensive industries are moving toward other modes to ship their goods.

GVMC and MDOT staffs are also working jointly with The Right Place Program, the major economic development agency for the Grand Rapids area on a regional freight rail study. The study will identify major freight routes in the area and whether those routes have enough capacity to serve future freight volumes. Other freight issues identified by The Right Place members will be analyzed as well.

TRUCKING

The joint meeting with MDOT back in March 2006 provided needed input on trucking issues and roadway freight in the Grand Rapids area. It seems that there is an interesting dichotomy at work relative to this mode of freight movement. While improvements on the area roadways improve trucking efficiency overall, the construction and disruption that takes place to get to those improvements can have a negative short term impact on businesses and industry that relies on roadway freight movements. For the most part, area industry is pleased with the upgrades to the system but is also looking for ways to improve the efficiency of shipping during construction times. Copies of project lists both short term and long term were distributed during the MDOT meeting and appreciated by those in attendance. GVMC staff also provided attendees with contact information for all of the MPO areas in the Michigan. The shippers and industries that work in other regions of the state of Michigan appreciated this information for identifying and collecting similar road development project data elsewhere. There was a consensus that the development of the new M-6 (South Beltline) facility has also proved to be a major positive for area shippers and industry.

NON-MOTORIZED

The GVMC Non-Motorized Transportation Committee, which is made up of governmental and citizen representatives continues to meet. The committee has developed a draft Non-Motorized Transportation Plan for the area which includes a priority list of non-motorized projects/corridors to guide the development of a comprehensive network for the area. The draft has undergone multiple revisions and will be finalized in the months to come.
GVMC staff is also working with MDOT, the local units of government, ITP-The Rapid, and disability advocates along the 28th Street Corridor to develop a corridor wide non-motorized facility project. A grant application will be submitted for over $1 million to develop sidewalk along those area that each municipality deems to be most important.

CITIZENS

As part of the passage of SAFETEA-LU, fairly significant changes were made to the GVMC Public Involvement process. The Public Involvement Plan was changed to a Public Participation Plan. Certain elements of the Plan were updated to reflect new emphasis areas in the new legislation. Most of the new elements were already being provided for as part of the existing GVMC process including the posting of all relevant transportation planning information on the GVMC website.

GVMC continues to make substantial improvements to the inclusion of the public in the transportation planning process. At its regular Federal certification held in July 2006, GVMC was commended by Federal Highway Administration and Federal Transit Administration on its public participation process.

AIR

Air related issues are addressed in conjunction with the region's largest provider of services, the Gerald R. Ford International Airport (GRFIA). GRFIA staff has seats and voting privileges on both the GVMC Transportation Technical and Policy Committees and participate actively in the transportation planning process. GVMC Transportation staff served as a member of the Airport's Master Plan committee during it's most recent update.

NON-MOTORIZED TRANSPORTATION

OVERVIEW

The Grand Rapids Metropolitan Area has become one of the fastest growing metropolitan areas in the Midwest because of the amenities it offers including aesthetic beauty, high quality of life, strong family values, a diverse economic base, and a reasonable cost of living. The provision of safe and efficient multi-modal transportation facilities are a part of improving the quality of life for an area and many studies have shown that the more transportation options available to a community, the higher the level of quality of life that community enjoys. Bicycle and pedestrian facilities are an integral part of the transportation network and this plan is geared specifically to the non-motorized transportation network for the Grand Rapids Metropolitan Area.

The Non-Motorized Transportation Plan will be a component to the area's Year 2030 Long-Range Transportation Plan. The Long-Range Transportation Plan's purpose is to explore and analyze conditions of all modes of transportation in the area, of which, non-motorized transportation is an integral part. For the purposes of this study, the Grand Rapids Metropolitan Area consists of the Metropolitan Planning Organization (MPO) Study Area served by the Grand Valley Metropolitan Council, which is the federally designated agency to carry out the MPO function. The MPO area includes all of Kent County and five communities in Southeast Ottawa County. There are also communities that are members of the Grand Valley Metropolitan Council that do not fall in the MPO area that are participating in this study. The needs and wishes of these communities will be included in this document as well.

This plan, when completed, will replace previous area non-motorized planning documents. The Grand Valley Metropolitan Council Bicycle Plan approved in 1996, and the Pedestrian Plan approved in 1997 were used as guides to integrate non-motorized transportation issues into one comprehensive document. It is hoped that this document will be updated in the future consistent with the update of the entire Long-Range Transportation Plan. The Long-Range Transportation Plan is updated on a three-year basis as per federal transportation planning guidelines. This document is being developed to guide long-range non-motorized transportation planning and development in the area. While the scope of the document is twenty-plus years, this document will be reexamined regularly and adjusted to reflect current priorities of area decision-makers.

VISION

The Grand Valley Metropolitan Council Non-Motorized Transportation Plan is designed to be broad in concept and comprehensive in content. The plan advocates an area-wide network of interconnected routes, which will be safe and efficient for non-motorized transportation. The positive impacts of such a network will be far reaching environmentally, socially, and economically for local municipalities and the Grand Rapids area alike, improving the quality of life for residents and the quality of the experience for visitors from outside the immediate area.

NON-MOTORIZED GOALS AND OBJECTIVES

The goal of this plan is fairly simple. It is hoped that this plan will help to guide development of bicycle and pedestrian facilities consistent with the demands for such facilities for those who choose to use that

transportation option. Facilities that are developed should be safe and, where appropriate, connected. Additionally, facilities should be well planned and coordinated to maximize the experience of the user. Further, this project will strive to prioritize facility development and identify funding sources for the development of non-motorized facilities. Based on input from the GVMC Non-Motorized committee, it is hoped that this plan will achieve the following:

- Promote the benefits of non-motorized transportation as a healthy and efficient form of transportation.
- Provide an integrated network of non-motorized facilities for efficient travel.
- Identify breaks in the current network that discourage connectivity.
- Identify projects that will contribute to the connectivity of the non-motorized network. Forward those prioritized projects to area transportation decision makers for funding consideration.
- Encourage the use of safe and consistent construction/design standards for new non-motorized facility development while continuing to maintain current non-motorized facilities according to safe standards. All facilities shall conform to the American with Disabilities Act (ADA).
- Provide a way for non-motorized interests to bring their priorities and concerns to area transportation decision-makers.
- Continue to update the area inventory of existing and planned pedestrian/bicycle facilities.
- Work toward the establishment of a regional non-motorized network that connects all non-motorized facilities and connects those facilities with other modes of transportation.

HISTORY OF NON-MOTORIZED TRANSPORTATION

Transportation is the act of delivering goods or people from location to location. There is a reliance on transportation to achieve many things both from a utilitarian purpose and a recreation purpose. As technology has advanced from foot travel to jets and automobiles, these transportation functions can happen countless ways. Now, when the act of transportation is about to take place, a choice needs to be made regarding what mode of transportation to use. Two non-motorized choices are included in this element of the 2025 Long-Range Transportation Plan for the Grand Valley Metropolitan Council: pedestrian and bicycle.

Pedestrian and bicycle transportation are unique in the 21st Century since they do not involve high technology or limited-resource fuels. They also differ from trains, planes, and automobiles because they rely on the human physique to provide the desired act of transportation. Pedestrian travel, which is walking or running, is the oldest form of traveling between two points, and still used every day around the world. According to the Bicycle Encyclopedia, bicycling evolved from the velocipede during the 1800's, and although rejected by many countries for utilitarian trips, the bicycle still has a strong presence and purpose in transportation. Intriguingly, bicyclists in the United States formed the League of American Wheelman in 1880 and lobbied for the construction of roads. The efforts of this group at the turn of the twentieth century would form the foundation of a national road network that would eventually stretch across the country and be overtaken by the automobile in the early 1900's.

The combustion engine dramatically changed transportation modes as machinery made the delivery of goods and people faster, less expensive, and easier. These changes shifted the emphasis away from human-powered transportation modes. Pedestrian and bicycle transportation gradually switched from a less utilitarian transportation mode to a more recreational transportation mode for most Americans. There is a segment of the population that continues to use non-motorized transportation as a utilitarian mode and whether for health reasons, energy conservation, lack of accessibility to automobiles or other factors, these facilities need to have a plan in place to promote an efficient and connected network.

BENEFITS OF NON-MOTORIZED TRANSPORTATION

Foot and bicycle locomotion deserve attention because they can help combat a number of important issues facing urban America: health problems, regional air quality, economic development, and rising vehicle miles traveled (VMT).

Obesity in Americans continues to increase, and the National Health and Nutritional Examination Survey of Americans from 1988-1994 show that 14% of children and 35% of adults over 20 years of age are now obese; this is a 6% and 9% increase respectively from the 1976-1980 study. Obesity then leads to other health problems such as heart disease, diabetes, certain cancers, and high blood pressure. According to the National Heart, Lung, and Blood Institute, Americans are also overweight, and some studies have shown that up to 55% of the adult population is either now overweight or obese. The United States Surgeon General has recommended at least 30 minutes of moderate exercise every day to overcome weight problems in Americans, according to information published by the Department of Health and Human Services. The Centers for Disease Control handbook, *Promoting Physical Activity Among Adults*, praises the dual benefits of cycling and walking for improving health and serving a transportation function:

> *"the most effective activity regimens may be those that are moderate in intensity, individualized, and incorporated into daily activity. Bicycling and walking are healthy modes of transportation that incorporate these components. Bicycling or walking to work, school, shopping, or elsewhere as part of one's regular day-to-day routine can be both a sustainable and a time-efficient exercise regimen for maintaining an acceptable level of fitness."*

There are many other sources that advocate walking or bicycling to work, school, church, or for pleasure, as ways that people can incorporate exercise into their daily lives and improve their health.

Regional air quality is a second issue that hovers over West Michigan, since this region has previously been in non-attainment with the United States Environmental Protection Agency for ground-level ozone. Since 1996, Kent and Ottawa counties have been re-classified as maintenance areas, which means they have met air quality standards but must stay in compliance to avoid becoming non-attainment again. The region has worked to reduce emissions and raise public awareness through an Ozone Action! program, but as tens of thousands of people continue to move into the Grand Rapids area, which expands industry, and commute by cars, air quality could quickly degrade.

Breathing poor quality air is not a popular option for most people, and one method of improving air quality is leaving automobiles at home. For example, according to the April 1998 *Consumer's Report* magazine, a Ford Taurus driven 15,000 miles/year releases 14,085 pounds of CO2/year, and a Ford Explorer driven 15,000 miles/year releases 18,520 pounds of CO2/year. If more people walked or rode their bicycles for daily trips, the amount of emissions released into the atmosphere would be reduced by tons.

The third issue is vehicle miles traveled (VMT). This represents the number of miles traveled by a vehicle in a given period of time, such as annually or daily. According to U.S. Department of Transportation figures, annual VMT has increased by 35% between 1960 and 1996. Regionally, VMT is estimated to be 16,000,000 miles every day. With an increase in VMT, people are also spending more time in their vehicles, such that the national average is now in excess of 70 minutes every day according to *Consumer's Report* magazine. As people drive more miles, air quality is threatened, non-renewable resources are consumed, and road conditions are worsened by increased use both through road quality and traffic congestion. Obviously, if more people use bicycle or pedestrian modes of transportation then fewer people will use automobiles, thus reducing the amount of congestion on our roadways. Once again,

foot-powered transportation helps air quality, preserves fossil fuels, does little or no damage to roads, and reduces congestion. The savings in environmental and construction costs alone make non-motorized modes valuable transportation options.

Vehicle miles traveled also have an influence on air quality, especially during the summer months. The increase in sunlight and higher temperatures is a catalyst for the chemical reaction that triggers the formation of ground-level ozone. A heightened level of ozone affects the health of people and plants, as well as damages some man-made materials like plastics. A reduction in VMT then, especially in the summer when non-motorized transportation is very feasible, can also improve air quality. A recent Federal Highway Administration publication proves the positive impact of bicycle and pedestrian transportation:

> *"It has been estimated that in the United States since 1991, bicycling and walking were equivalent to between 7.6 and 28.1 billion motor vehicle miles, saving between 370 million and 1.34 billion gallons of gasoline and 4.4 to 16.3 metric tons of exhaust emissions."*

The automobile will continue to be the most convenient mode of travel for the majority of Americans, yet by having this region work toward facilitating non-motorized transportation, bicycle and pedestrian travel can become more prevalent. With expanded use, bicycling and walking would offer significant benefits: improved health, reduced emissions in the natural environment, the preservation of open space/greenways, and the built environment with fewer vehicle miles traveled.

There are other benefits of non-motorized transportation. It is the only option available to those populations that have limited transportation choices due to health or demographic circumstances. The poor, senior citizens, children, and those with health problems are some of the population groups that may not have access to motor vehicles. Non-motorized transportation offers these groups of people a way to get to jobs, shopping, etc.

Bicycle and pedestrian facilities provide a recreation opportunity serving as links from neighborhoods or residential areas to amenities likes parks, open spaces, beaches, and other recreational uses. The need for these facilities is founded on earlier information cited denoting the increase in bicycle and pedestrian trips in America.

Non-motorized facilities can have economic benefits as well. Local revenue through tourism, property values, and quality-of-life have all been enhanced as a result of bicycle and pedestrian development. Non-motorized transportation facilities have been used as a centerpiece to lure home buyers to subdivision developments as well as serving as the focal point of chamber-of-commerce advertising campaigns. Also, by promoting compact community development with well maintained pedestrian and bicycle facilities, less money is required for expensive infrastructure such as roads, and water and sewer lines and less land is required thereby preserving important and limited resources.

Obviously, there are a number of factors that support the need and benefits of non-motorized transportation. Why then aren't more people utilizing non-motorized facilities in West Michigan? We'll provide some background on the obstacles to non-motorized transportation later in this report.

MEASURING DEMAND FOR NON-MOTORIZED TRANSPORTATION

As mentioned previously, data in our region that addresses walking or bicycling as a mode of transportation is scarce. According to the National Personal Transportation Survey of 1995, 7.2 percent of all transportation trips are made by walking and 0.7 percent by bicycle. Local information is available in

the 1990 U.S. Census at a county level regarding work trips only. Other non-motorized trips are difficult to measure due to lack of data. People are walking and biking but who are they? Where are people going and what is the purpose of their trips? Related to that, are there amenities available to serve those who prefer to walk? If not, would the availability of amenities encourage more walking trips?

These questions are tough to answer except through anecdotal evidence. Within the Grand Valley Metropolitan Council Transportation Planning Process, comments are received addressing the need for non-motorized facilities in busy commercial and residential areas. The provision of connected non-motorized facilities or an integrated network of facilities has also been cited as a priority in transportation surveys distributed by the Metropolitan Council.

Because of the width and breadth of pedestrian facilities in the Grand Rapids metro area, the pedestrian focus of this plan is a more generalized summary. A hindrance of meaningful pedestrian planning is borne in the fact that there is not much meaningful data available. Most statistics that classify trips into specific categories such as walking have a national focus, not a local one. There is more information prevalent to bicycle data available that will be presented and analyzed including facility type, rider type, etc. More detail of these specifics will appear later in the report.

There are many characteristics of the built environment that have an effect on pedestrian traffic. Pedestrians are not much different than any other mode of transportation in that the preference is a direct, safe, and convenient route with access to practical amenities on well-maintained facilities.

A major hurdle to effective non-motorized planning is the breaking down of barriers that confront non-motorized users.

OBSTACLES TO NON-MOTORIZED TRANSPORTATION

While pedestrian and bicycle transportation has been illustrated as a viable choice, there are a number of deterrents and obstacles to people utilizing non-motorized modes of transportation. Some of these deterrents in Kent and eastern Ottawa counties include the lack of non-motorized facilities, weather, number of users, time/distance, land-use patterns, funding, lack of support facilities, and safety. Probably the largest deterrent to people choosing non-motorized transportation is the lack of adequate facilities. This includes items such as sidewalks, safe intersections, parking lots, bike lanes, multi-use paths, and storage units. A major portion of this plan will be the identification of current, proposed, and needed facilities. The presence of non-motorized facilities is the backbone to a successful non-motorized long-range transportation plan, and a necessary component when overcoming the other obstacles to non-motorized travel in our region.

Living in Michigan poses another hurdle to non-motorized transportation since seasonal weather often makes it difficult or nearly impossible for people to safely or efficiently bicycle or walk from place to place. Cold weather, heat, humidity, rain, wind, and snow all represent obstacles to non-motorized transportation, however non-motorized transportation is a choice. People can elect to bicycle in the warmer months, walk in the winter, or utilize public or private transportation when the weather becomes inclement.

The most common weather issue for non-motorized travel in Michigan is snow but this can be overcome with regular snow removal. Some municipalities in Michigan plow snow from sidewalks and multi-use paths to facilitate non-motorized travel during the winter months. Besides making non-motorized transportation feasible, this also improves the safety and consistency of surfaces for travelers. Therefore, with planning, each jurisdiction can determine what weather-related maintenance initiatives are necessary throughout the year.

Another impediment is the demand for non-motorized modes of transportation. This is a difficult number to determine, partially because there is no easy way to count pedestrians or bicyclists on any given day. It is also impossible to determine if people are walking or bicycling for recreation or utilitarian purpose without conducting personal surveys throughout the urbanized area. Still, according to the 1995 National Personal Transportation Survey data, bicycles are used nationally for 0.9% of all trips in the United States (a 30% increase since 1990). The 2000 Census reports that 0.2% of the workforce in Kent and Ottawa counties uses a bicycle as their primary means of transportation to work. In addition, as reported by the 1995 National Personal Transportation Survey, 5.5% of all trips were by walking and according to 2000 Census data, 2.8% walk to work in Kent and Ottawa counties.

Although the numbers make up a small fraction of the transportation public, facilities are warranted, and it is arguable that with more facilities more people would take advantage of non-motorized transportation modes. This, in fact, may be the non-motorized transportation conundrum. Would there be more non-motorized travel if more facilities were in existence? Would an increase in funding non-motorized facilities be warranted based on the level of current or future use?

Americans are always in a hurry to get from place to place and activity to activity, and the automobile has become the primary tool of efficient transportation. Walking or bicycling is perceived as slow. Therefore, time and distance become obstacles to non-motorized transportation, because people think that walking or bicycling a given distance will take too long. Yet according to the National Personal Transportation Survey, over 64% of all trips made by Americans are less than five miles in length; this includes trips to work, shopping, school, visiting friends, and religious activities. Even more interesting is that 44% of all trips to work are also less than five miles. Furthermore, the national average travel time to work by car is 20.10 minutes, and is 17.7 minutes in Grand Rapids where congestion is not a major problem. This means that a person could walk or bicycle to destinations instead of driving a vehicle, without adding much time to their journey. For example, a person can walk three miles at a moderate pace of 4 mph in 45 minutes, and a bicyclist traveling at 10 mph can cover that length in 18 minutes. Non-motorized transportation is an option that would often only add a few extra minutes, and the benefit of exercise, to the vast majority of short trips.

Land-use patterns are another barrier to non-motorized travel in many communities. Cul-de-sacs, strip developments, parking lots, highways, major arterials, and suburbs are all examples of land-use obstacles; they break up routes and heighten traffic levels for non-motorized travelers. Cul-de-sacs are dead-end roads, strip developments generate congested levels of vehicular traffic, parking lots are an ocean of vehicles, highways limit routes under or over them, major arterials funnel high levels of vehicular traffic, and suburban housing is often separated from employment and social centers. Developers, planners, and government agencies are beginning to evaluate these land-use issues and recognize the value of designing for "walkability." By "walkability", the reference is location-efficiency, or having the ability and convenience of using non-motorized modes to get to work, school, or social centers. However, many already developed areas were built without this concept in mind, and are missing non-motorized facilities. Although retrofits/additions can be expensive to a community, these missing links can be developed, and by being included in an original design, or redesign, non-motorized transportation modes become functional options for travel.

The type and density of land use can play a pivotal role in the circulation of pedestrians. Multi-use or mixed-use developments (those that have residential, commercial and office/retail development interspersed or mixed throughout) encourage more walking trips as more destination are located within a reasonable walking distance. Current zoning regulations in most communities group like uses together, houses next to houses, etc. While this increases land use compatibility, it discourages efficient and direct pedestrian trips.

The nature of residential development has changed the landscape of pedestrian circulation as well. Older, traditional neighborhoods, for the most part, employ a grid street system. Densities are higher in these areas, and more connectivity can be maintained from one neighborhood to the next. Newer residential development has brought about more reliance on the cul-de-sac. Most cul-de-sacs streets do not have pedestrian outlets at the end, which causes isolation of that particular developed area.

Communities recognize the cost of non-motorized facilities, which is a common deterrent to adding them to neighborhoods, or industrial and commercial areas. In most cases, funding opportunities for non-motorized projects are severely limited. When road construction projects involve reconstruction or widening, these projects can also fund the addition of non-motorized facilities, but this can create a patchwork of non-motorized facilities that abruptly stop. Community-wide surveying can identify these problem links though, and local ordinances can ensure that they get fixed with road improvement projects or new developments. A second funding challenge is that most bicycle and walking facilities are viewed as recreational, and thus ineligible for transportation money. With proper planning, non-motorized facilities can be shown to serve utilitarian trips and therefore transportation dollars can be allocated to constructing them.

Support facilities for bicycles include a lack of adequate parking. Secure parking is important, especially to those users who are commuting and need to leave their bicycles for long periods of time. Further, places to shower and change would make commuting more attractive and convenient for those who choose to do so. Support facilities are really not necessary for pedestrians, as walking does not pose the same needs as bicycling does.

Safety is a final obstacle. According to the National Safety Council, of the total motor vehicle related deaths from 1990-1995, only 1.9% were bicycle fatalities and 15% were pedestrian fatalities. Any number above zero is a tragedy, yet more people are killed in accidents with other motor vehicles and fixed objects than while walking or bicycling. Safety can be improved to help protect non-motorized travelers from accidents; signage, enforcement, traffic signals, education, crossing medians, marked lanes, and separate paths are all safety enhancing devices. With improved safety features, more people will feel comfortable traveling via a non-motorized mode. These examined obstacles are surmountable with proper planning and some changes in individual behavior, and other barriers can similarly be evaluated.

Often a missing or substandard stretch of sidewalk can mean the difference between a direct route and one which becomes counterproductive. A barrier in a pedestrian trip, especially one mid-block, means backtracking and going around that particular block, or sacrificing safety by proceeding into vehicular traffic. Neither option is very attractive. Local identification of barriers, how to prevent them, and mitigation strategies can mean the difference between encouraging pedestrian transportation as a viable option and discouraging walking.

Trip length plays a role in influencing non-motorized transportation. Based on research regarding casual trips, 80% of Americans are willing to walk 500 feet. As the length of the trip grows longer, the percentage of those willing to walk decreases rapidly. Only 20% will walk 1,000 feet, while 10% percent will walk 2,500 feet. It is generally accepted that 2,000 feet is the accepted length that people will walk to for most types of trips. The 2,000 feet threshold is approximately the equivalent of a ten-minute walk or about three city blocks. Interestingly, the environment of the walk can play a major factor in the length that people will walk. A prime example of this would be a shopper that will park as close as possible to a mall entrance only to walk long distances once inside the mall.

Obviously, a lack of facilities, mainly sidewalks, is an impediment of the system. There are places on major Grand Rapids thoroughfares (28th Street, Plainfield Avenue, and others) that have no sidewalks. Pedestrian traffic is noticeable in these places because you will often find dirt paths where the grass has been worn away by bicyclists and pedestrians. Another impediment to efficient pedestrian movements

is incomplete facilities such as sidewalks that do not continue to another link, or end mid-block. In many areas, traffic signalization does not favor the pedestrian. Often, signalization cycles are too short for the average pedestrian to reasonably cross an intersection, especially in the case of busy roadways. Part of the problem is that these busy roadways, by nature of the traffic volume they serve, are four, five and even six lane facilities. There are other concerns including the existence and/or quality of walkways over highway facilities and interchanges.

BICYCLIST TYPES

A 1994 report by the Federal Highway Administration used the following categories of bicycle user types to assist highway designers in determining the impact of different facility types and roadway conditions on bicyclists:

Advanced or experienced riders are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed, and want direct access to destinations with a minimum of detour or delay. They are typically comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.

Basic or less confident adult riders may also be using their bicycles for transportation purposes, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared use paths, and prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets.

Children, riding on their own or with their parents, may not travel as fast as their adult counterparts, but still require access to key destinations in their community such as schools, convenience stores, and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles, can accommodate children without encouraging them to ride in the travel lane of major arterials.

One of the challenges of facility design is accounting for all types of users.

NON-MOTORIZED FACILITY TYPE

The American Association of State Highway and Transportation Officials (AASHTO) is considered the source for guidance and standards on the development of bicycle and non-motorized facilities. A summary of facility types, as listed in the AASHTO 1999 *Guide for the Development of Bicycle Facilities*, is provided below. Each type of facility provides different opportunities for the non-motoring public.

SHARED ROADWAY (NO BIKEWAY DESIGNATION)

Most bicycle travel in the United States occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, a community's existing street system may be fully adequate for efficient bicycle travel, and signing and striping may be unnecessary. In other cases, some streets and highways may be unsuitable for bicycle travel at present, and it would be inappropriate to encourage bicycle travel by designating the routes as bikeways. Finally, some routes may not be considered high bicycle demand corridors, and it would be inappropriate to designate them as bikeways regardless of roadway conditions (e.g., minor residential streets).

Some rural highways are used by touring bicyclists for intercity and recreational travel. In most cases, such routes should only be designated as bikeways where there is a need for enhanced continuity with other bicycle routes. However, the development and maintenance of 4-foot paved shoulder with a 4-

inch edge stripe can significantly improve the safety and convenience of bicyclists and motorists along such routes.

SIGNED SHARED ROADWAY

Signed shared roadways are designated by bike route signs, and serve either to provide continuity to other bicycle facilities, or designate preferred routes through high-demand corridors. As with bike lanes, signing of shared roadways should indicate to bicyclists that particular advantages exist to using these routes compared with alternative routes. This means that responsible agencies have taken actions to assume that these routes are suitable shared routes and will be maintained in a manner consistent with the needs of bicyclists. Signing also serves to advise vehicle drivers that bicycles may be present.

BICYCLE LANE

Bike lanes are established with appropriate pavement markings and signing along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclist on the streets. Bike lanes are intended to delineate the right of way that is assigned to bicyclists and motorists and to provide for predictable movements by each. Bike lanes also help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic. Another important reason for constructing bike lanes is to better accommodate bicyclists where insufficient space exists for comfortable bicycling on existing streets. This may be accomplished by reducing the width of vehicular lanes or prohibiting parking in order to delineate bike lanes. In addition to lane striping, other measures should be taken to ensure that bicycle lanes are effective facilities. In particular, bicycle-safe drainage inlet grates should be used, pavement surfaces should be smooth, and traffic signals should be responsive to bicyclists. Regular maintenance of bicycle lanes should be a top priority, since bicyclists find great difficulty trying to use a lane with potholes, debris, or broken glass.

SHARED USE PATHS

Generally, shared use paths should be used to serve corridors not served by streets and highways, or where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Shared use paths should offer opportunities not provided by the road system. They can provide a recreational opportunity, or in some instances, can serve as direct commuter routes if cross flow by motor vehicles and pedestrians is minimized. The most common applications are along rivers, ocean fronts, canals, utility rights-of-way, former or active railroad rights-of-way, within college campuses, or within and between parks.

There has been much debate by the Non-Motorized Committee about the type of facilities that should be developed along some of the priority areas identified in this plan. Generally, it has been the policy of GVMC staff to support facility development as a whole and leave the decision about the specific type of facility developed to the unit of government responsible for maintenance and upkeep. As part of the development of this plan, GVMC staff has compiled a resource booklet explaining the advantages and challenges to each type of facility listed here.

NON-MOTORIZED PROJECT LIST

Based on the input of the committee from our past meetings, other lists generated through the plan development process, the following were identified to promote more connectivity of the non-motorized system and to promote better access for transit users.

28th Street	Division to Patterson
28th Street	Wilson to Byron Center
M-6 Trail	Kent Trails to Paul Henry Trail

White Pine Trail	Russell Road to North Kent County Line
Cascade Road	Reeds Lake to Forest Hill
36th Street	Shaffer to Kraft
Port Sheldon/44th Street	Chicago Drive to Kenowa
Rivertown Parkway	Kenowa to Canal
Paul Henry Trail	60th Street to South Kent County Line
4 Mile Extended	Musketawa Trail to Comstock Park/White Pine Trail
Musketawa Extension	Marne through Walker to Richmond Park in Grand Rapids
	Marne to Comstock Park using 4 Mile Road Corridor
Remembrance Road	Leonard to Kinney
Burton Street	Patterson to west of Spaulding
Wilson Avenue	South of Rivertown Mall area to M-6
M-44/Northland	Over the Grand River at Cannonsburg/West River
Eastern Avenue	36th Street to 44th Street
Forest Hill Avenue	Burton to Kentwood City Limits

*Some small pieces along many of these segments have some type of non-motorized access but for the improvement of the overall system, these corridors need continuous facilities.

STUDY RECOMMENDATIONS

Beyond working toward the development of facilities listed on the previous page, there are a number of issues that have been raised throughout the meetings of the Non-Motorized Committee that need to be addressed.

Facility Development/Type

There has been substantial debate about the non-motorized facility type that gets developed in the Grand Rapids area. Currently, there is little being done on the network in the form of bike lanes; communities prefer either a sidewalk facility or off-road facility. It is recommended that GVMC staff work with the Non-Motorized Committee on developing a background report that compares the types of facilities, cost, maintenance, etc.

Future Study

There are a number of corridors that have been identified as strategic for non-motorized users and some of these corridors have deficiencies for non-motorized users. GVMC staff will work to identify and study these corridors as well as identifying possible solutions.

Funding

As part of the identification of non-motorized deficiencies, especially those on a broader corridor level, GVMC staff will work with implementing agencies to identify and pursue funding sources for those deficiencies.

Policy

GVMC staff will work with the non-motorized committee to identify and address policy related issues that hinder the development of non-motorized facilities within the Grand Rapids metro area. Where appropriate, GVMC staff will contact policy makers on behalf of the non-motorized committee to further the agenda of the committee.

Outreach

GVMC staff will work with the non-motorized committee to identify and survey area residents to gauge the interest level and facility type preference of those residents. GVMC staff will work with the non-motorized committee on the development of any and all survey/outreach instruments.

STUDY PROCESS/COMMITTEE MAKEUP

The main focus of this plan is to provide a framework for the encouragement of providing non-motorized facilities for the people of the Grand Valley Metropolitan area. To understand what is needed, we must first look at where the existing non-motorized facilities are located. Secondly, we must look at where non-motorized are being proposed in the future. By looking at current and proposed facilities, areas will be identified that are breaks in the system. This plan will identify those breaks and work with the local units of government in the area to propose projects to better link the system or eliminate the breaks.

The Grand Valley Metropolitan Council (GVMC) has developed a comprehensive non-motorized facility inventory that includes sidewalk facilities on the Federal-Aid eligible roadway network as well as designated bikeway facilities. The maps developed for this report were produced through the GVMC Regional Geographic Information System (REGIS). The approximately 1,400 miles of Federal-Aid eligible roadways in the Grand Rapids Metropolitan Area are, by virtue of their designation, the most strategic roads within the region. These roadways are among the most often traveled in the area and in many cases are direct routes between important destinations. The bikeway data was provided by local units of government either directly as part of this project or through data already available in the REGIS system. Another layer of information provided on the maps is the existence of transit routes. The committee determined that the existence of sidewalks along transit routes was very important to maintaining safe and efficient connections for non-motorized transportation.

A regional map (Appendix A) and a more detailed map of the central urban core (Appendix B) are both provided as appendices of this document. GVMC staff will continue to maintain and update these maps on a regular basis and share those changes with the GVMC Non-Motorized Committee.

Because the level of detail in recording the location of facilities varies from community to community, it is difficult to locate every facility. Conversely, in communities with miles and miles of sidewalks, not all sidewalks are identified on the regional map. The regional map being utilized for this planning process denotes those facilities which are major local or regional (multi-jurisdictional) routes in nature.

A non-motorized committee was formed to help GVMC staff guide the direction of the planning process. Local units of government and members of the Grand Valley Metropolitan Council Transportation Committees were asked to nominate members for the non-motorized transportation committee from their agencies or from other citizen/stakeholder groups. The committee was made up of local bicycle club members, the Michigan Department of Transportation, local environmental advocates, trail advocates/volunteers, professional planners, media representatives, bicycle enthusiasts, and those who rely on non-motorized transportation as their main source of travel. The meetings of this group are open to the general public. Specific meetings were held with many jurisdictions to further identify current and future non-motorized issues. These meetings also served to identify partnership opportunities with neighboring jurisdictions. Previous bicycle and pedestrian planning efforts were analyzed and a general course of action was prescribed by the committee for addressing area priorities.

PUBLIC INVOLVEMENT/NEXT STEPS

Considerable time and effort have been spent collecting data for future planning. It is anticipated that the Non-Motorized Committee will be convened on a regular basis to re-visit the priorities, facilities, and policies contained in this plan.

GVMC staff is relying on the committee to build on the initial work done as part of this process and continue to identify and prioritize future non-motorized facilities for development. The project list developed in this plan will be forwarded to local elected officials and decision-makers for consideration. Funds will be pursued to develop the priorities of the GVMC Non-Motorized Plan. As part of the

transportation planning process, this document will be subjected to the Public Participation processes that the Transportation department of GVMC have set forth in their Public Participation Plan. This will allow for additional input to be provided and for public review of the findings of the GVMC Non-Motorized Committee.

Upon completion, this document will be amended into the GVMC Long Range Transportation Plan. See Appendix J for the Regional Map of Non-Motorized Facilities.

NON-MOTORIZED FUNDING SOURCES

Transportation Enhancement Program - Michigan Department of Transportation

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established a fund for Transportation Enhancement Activities. Transportation Equity Act for the 21st Century (TEA-21) of 1998 continued this program through the year 2003 and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continues this program through the year 2009. Ten percent of the Surface Transportation Fund that the State of Michigan receives is set aside for these activities. Eligible transportation enhancement activities include the funding of bicycle and pedestrian facilities.

Applicants must be an Act 51 Transportation agency (city, village, or county road commission). Non Act 51 agencies must be sponsored by an Act 51 agency.

Applicant must provide at least a 20 percent match.

Michigan Natural Resources Trust Fund - Michigan Department of Natural Resources

Program Objective(s):

The objective is to provide grants to local units of government and to the State for acquisition and development of lands and facilities for outdoor recreation or the protection of Michigan's significant natural resources.

Criteria:

Applications are evaluated on established criteria such as resource protection, water access, and project need. At least 25 percent match on either acquisition or development projects is required from local government applicants. Recommendations are made by the Michigan Natural Resources Trust Fund Board (members are appointed by the Governor) to the State Legislature for final approval. Criteria are spelled out in the "Recreation Grants Selection Process" booklet given to all applicants. There are eleven evaluation criteria:

- Protection and use of significant natural resources.
- Use of inland waters.
- Population served.
- Economic benefits.
- Hunting, fishing and other wildlife-related values.
- Need for proposal.
- Applicant history.
- Site and project quality.
- Special Initiatives of the MNRTF Board (See below).
- Financial need of the applicant.
- Local match contribution.

Past Special Initiatives of the Board have included:

- Acquisition or development of trailways that contribute to an overall State trail system.
- Acquisition of lands open to hunting or development of hunting-related facilities, such as shooting ranges.
- Acquisition of lands that provide for deer habitat with thermal cover.
- Local shooting ranges or State/local shooting range partnerships.
- Acquisition projects that create, establish and protect wildlife/ecological corridors by connecting to and/or buffering existing protected and managed State or local natural areas, forests or game areas.

Eligibility:

Any local of government, including school districts, or any combination of units in which authority is legally constituted to provide recreation. Local units of government, school districts and local authorities must have a DNR-approved recreation plan to be eligible.

Funding:

Development project minimum/maximum grant amount: $15,000 to $500,000. No minimum/maximum limits on land acquisition grants. 25% match minimum.

Community Development Block Grant - Department of Housing and Urban Development

Overview:

The Community Development Department implements the federal Community Development Block Grant (CDBG) program in all Kent County communities except Grand Rapids, Cedar Springs, and Wyoming. Funds are distributed from the federal government to the County on a formula basis. The formula considers extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relation to other metropolitan areas.

The Community Development Department awards funding to local projects based on the following requirements: 1) meets a need identified in an established action plan; 2) not less than 70% of funds must be used for activities that benefit low and moderate income persons; and 3) the activity meets one of the CDBG national objectives (i.e., benefits low and moderate income persons, prevention or elimination of slums or blight, or a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community).

The Community Development Department is also responsible for implementing the Shelter Plus Care program, which contracts with non-profit housing corporations to provide rental units as permanent housing for homeless individuals and families.

Goals:

The conservation and expansion of Kent County's housing stock in order to provide a decent home and a suitable living environment for all persons, but principally those of low and moderate income

The provision of a more rational utilization of land and other natural resources and the better arrangement of residential, commercial, industrial, recreational and other needed activity centers

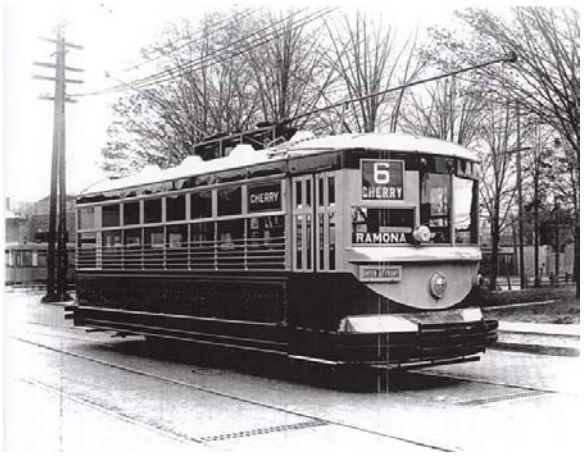
The reduction of the isolation of income groups within communities and geographical areas, and the promotion of an increase in the diversity and vitality of urban and rural communities

The restoration and preservation of properties of special value for historic, architectural or esthetic reasons.

Kent County has used this program on a limited basis for non-motorized facility development in areas where the criteria fits. Grand Rapids, Wyoming, and Cedar Springs have similar programs that are administered at the City level rather than the County level. The same basic regulations would apply.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

TRANSIT HISTORY IN GRAND RAPIDS



Grand Rapids has a long history of public transportation dating back over 130 years. The earliest years consisted of horse-drawn carriages that began in the mid-1870s. Public transportation eventually evolved into a comprehensive electric interurban streetcar system beginning in the early 1890s that became the pride of the city and represented the 'glory years' of transit in Grand Rapids. Nevertheless, certain federal, state, and local polices dating back to the end of WWII culminated in the significant and widespread disinvestment of U.S. cities and transit infrastructure. And this became increasingly apparent over time. Consequently, both the investment in public transportation and corresponding ridership began to decline dramatically. Grand Rapids was no different; the streetcar system was converted to rubber-tired buses by 1935. In order to maintain public transit services that had historically been operated by private companies, the *Grand Rapids Transit Authority* was formed by the City of Grand Rapids in 1963. The *Grand Rapids Transit Authority* leased assets from *Grand Rapids City Coach Lines* (CCL), a private management company, and retained them to manage and operate the transit system. Nevertheless, by the mid-1960s the *Grand Rapids Transit Authority* experienced a significant decline in both passengers and revenues as did most transit systems in the country. By 1968 the City of Grand Rapids began underwriting the area's transit system with payments in order to keep the essential transit services alive. The State of Michigan began offering financial operating assistance to the City for the operation of the transit system 1972 and the Federal government followed suit beginning in 1974.

In July 1978, the *Grand Rapids Area Transit Authority* (GRATA) was created in an effort to provide effective cross-jurisdictional public transportation services. GRATA was a voluntary association of local governments established to provide public transportation services to the cities of East Grand Rapids, Grand Rapids, Grandville, Kentwood, Walker, and Wyoming and the townships of Byron and Gaines. Service was also provided on a contract basis to the townships of Ada, Alpine, Cascade, and Plainfield. GRATA was governed by a Board of Directors. Board members were elected officials or citizens of the community and were appointed by their respective member governments.

In January, 2000, the *Interurban Transit Partnership* (ITP) was formed by the cities of Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker and Wyoming under Act 196 of the Public Acts of the State of Michigan. The creation of ITP allowed for the expansion of public transportation in the Grand Rapids area. Shortly after incorporating under Act 196, ITP chose the name *The Rapid* to distinguish the services it provides and promote easier identification of a transit service "brand-name". Act 196 allows *The Rapid* to ask voters for a millage election to support the funding of public transportation. On April 11, 2000 a 0.75 mill millage election was successfully passed by a 65% (2 to 1) margin. The result was the implementation of a six-point improvement plan in the six cities beginning in October 2000. This improvement plan included the following:

1. Extended weekday service from 6:15 PM until 11:30 PM on nine (9) fixed-routes and GO! Bus.
2. Improved weekday frequencies on four fixed-routes.
3. The addition of Sunday service from 8:00 AM to 7:00 PM on seven (7) fixed-routes and Go! Bus.
4. The creation of a 44th Street cross-town route in the cities of Grandville, Wyoming, Kentwood, and Grand Rapids.
5. The creation of a residential connector service known as Passenger Adaptive Suburban Service (PASS), utilizing smaller vehicles operating in suburbs to provide curb to curbs service.
6. The provision of funds for business transportation services including matching funds to develop specialized employment transportation for employers with needs beyond regular service hours and routes.

On November 4, 2003 voters in the six-city region passed an increase in the mill-rate for *The Rapid*. The new 0.95 millage rate replaced the pre-existing 0.75 rate approved by voters in 2000. The 0.2 mill increase covered decreased State Operating Assistance and generated revenues that were invested in modest service enhancements. These service improvements included frequency improvements, additional evening service, and additional weekend service.

As a result of continued investment in public transit services, infrastructure, and passenger amenities, *The Rapid* continues to out-pace most transit systems in the United States with a substantial growth in ridership. FY 2006 ridership (7,459,884) has increased 79% (3,287,517) since *The Rapid* was formed in FY 2000 (4,172,367).

DESCRIPTION OF EXISTING SERVICE, TRAVEL DEMAND MANAGEMENT STRATEGIES, AND SPECIAL PROJECTS

The Rapid Specialized Services

The Rapid, in its role as regional coordinator for specialized transportation service, receives an annual allocation from the State of Michigan for Specialized Services Operating Assistance. Specialized Services Operating Assistance funds are used by human service agencies to provide demand response service that is beyond The Rapid's service area and/or hours.

The Rapid brings these human service agencies together on a bi-monthly basis to assist them in the coordination of service, to help prevent duplication of service, and to share information.

Six agencies receive funding under this program. Hope Network offers transportation for persons with disabilities. The American Red Cross provides transportation to medical services for seniors and persons with disabilities. The Area Community Service Employment and Training Council (ACSET) offers transportation to seniors and persons with disabilities for their clients at their site in Cedar Springs. Senior Neighbors offers transportation for seniors at their sites in Sparta, Lowell and Grandville. Goodwill offers transportation for persons with disabilities for employment purposes. Community Mental Health provides funding for mental health transportation services throughout Kent County.

Fixed-Route Services

The Rapid currently operates 18 fixed-routes that provides service to the Grand Rapids Area serving the cities of Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker and Wyoming and the townships of Byron, Gaines, Cascade and Alpine. The Rapid fixed-route system is currently a radial system with three cross-town routes; the radial hub for routes is Rapid Central Station in downtown

Grand Rapids. Service frequencies are 15-30 minutes during weekday peak hours (5:30 AM – 8:30 AM and 2:30 PM – 5:30 PM) and 30-60 minutes during off-peak hours.

Grand Rapids Public School Service

The Rapid provides service to Grand Rapids Public School (GRPS) students on its fixed route service. Students who live along The Rapid's existing route structure ride the bus to school using their student passes provided by GRPS.

Aquinas and Calvin College Service

Aquinas College and Calvin College subsidize their student's fare when riding The Rapid. The student pays a reduced fare and the college is billed the difference between the student payment and the full student fare price of 80-cents.

Paratransit Service

The Rapid provides GO!Bus service to seniors and persons with disabilities who meet the Americans with Disabilities Act (ADA) guidelines. This service operates door to door on advance reservations and offers wheelchair lift equipped vehicles. The GO! Bus service area includes the entire fixed-route service area and is also offered by contract to eligible residents of Ada and Cascade townships under contracts with The Rapid.

The Rapid manages and oversees GO!Bus including user eligibility, trip reservations, scheduling, and service monitoring. Trip delivery is competitively procured every three to five years, however the 73 vehicles are provided by The Rapid. The fleet of GO! Bus vehicles include raised top vans, and larger capacity cutaway buses. The current provider of trip delivery for GO! Bus is MV Transportation.

Supportive Housing Program (SHP) and GAP Program

The City of Grand Rapids contracts with The Rapid to provide transportation service for homeless persons participating in the Homeless Assistance programs. The GAP Program is basically for persons in emergency shelters while the SHP Program is for persons in Transitional Housing programs. The Rapid has a contract to provide the following:

1. Mobility assessment, training and coordination.
2. Provide bus tickets and passes.
3. Provide Driver training.
4. Provide Safety-Net transportation outside The Rapid's regular service area and hours.

Community Mental Health

Kent County Community Mental Health Department (CMH) contracts with The Rapid to provide transportation services for persons with mental or developmental disabilities.

Business Transportation Services

The Rapid has provided assistance to individuals and employers in arranging shared ride transportation through the Business Transportation Services since 1990. Business Transportation Services includes rideshare, carpooling, Greenride programs. Cumulatively, The Rapid's rideshare program reduces

16,510,500 miles traveled annually. Furthermore, The Rapid continues to complete outreach to area employers and represents The Rapid at area employer fairs and other events.

The Rideshare program includes carpooling, vanpooling and any other sustainability-based program that helps remove single occupant vehicles from the roads. Currently, The Rapid has twenty-one (21) RapidVan vanpools in operation, with the expectation of adding up to thirty-three vans by the end of FY 2008. The twenty-one vans in operation save 229,572 vehicle miles traveled annually.

The carpool program was enhanced with new GreenRide software in January 2006. GreenRide software is on-line based and provides immediate, confidential carpooling results to registrants. The more user-friendly and comprehensive software has resulted in The Rapid's carpooling program growing to over 1,000 registrants, which is more than double its previous size. The GreenRide program also has an employer component that allows area companies to sign up for a separate portal allowing their employees to only ride with each other. Spectrum Health, Metro Health, and Foremost Insurance are currently in the employer program. The employers pay a $500 fee to The Rapid annually to help offset website expenses. Employers also pay GreenRide a customization fee for their separate portals.

Guaranteed Ride Home

In January 1996 The Rapid began offering a Guaranteed Ride Home Program to monthly transit pass users. These rides are provided if a bus rider cannot take a normal ride back home due to an emergency such as a personal or family sickness, unexpected overtime, etc.

Travel Training

The Rapid offers the Travel Training Program that teaches individuals with disabilities to ride public transportation independently. The training process includes a series of steps which include close instructor assistance at the beginning with gradual fading assistance as the student demonstrates readiness. Participants generally include persons with developmental disabilities. The training includes route training, landmark identification, appropriate social behavior, safety and emergency training, parent, guardian, and case manager consultation, street crossing, stranger awareness, and follow-up training.

Grand Valley State University Service

The Rapid first entered into contract with Grand Valley State University for the provision of transit route service beginning in August 2000. The services that The Rapid provides are as follows:

- **Campus Connector:** This is a limited-stop fixed-route providing connections between the GVSU Allendale and Downtown Campuses. The Campus Connector route has proved to be so successful that the service frequency has had to be continually upgraded. In FY 2001, the route operated every 30-minutes. Because of overcrowding, the frequency of service has continually been upgraded to the point where, in FY 2006, the frequency of service was improved to every 7-8 minutes. As a result, ridership has increased 470% since FY 2001 (from 123,387 in FY 2001 to 703,099 in FY 2006).

- **GVSU Health Sciences/DASH to the Hill Shuttle:** The former DASH to the Hill route was modified effective in August 2003 to also serve the GVSU Center for Health Sciences Building on Michigan Avenue. Service operated every 4-7 minutes on weekdays. Since FY 2004, the ridership on this route has increased 64% (132,866 in FY 2004 to 217,179 in FY 2006).

- **Off Campus Apartment Shuttle:** This route links students from off site housing in Allendale to the Allendale Campus at 5-minute frequencies on weekdays. Ridership has increased dra-

matically on this route. Since its inception in FY 2001, ridership has increased a remarkable 1,441% (28,664 in FY 2001 to 441,866 in FY 2006).

Intelligent Transportation System (ITS) Project

The Rapid is undertaking a major initiative to implement ITS in the fixed route and paratransit fleet in FY 2007. These technologies are extremely beneficial to customers as well as the transit authority. The ability to walk out to a bus stop minutes before the bus arrives, or knowing exactly how much time you have before a bus transfer takes place is important to customers. Eliminating long wait times at bus stops as well as the fear that a passenger missed a connection provides a tremendous sense of security. With technologies we can produce much more reliable schedules, make sure that paratransit trips are on time, and make sure that the vehicles are safer to travel in. On board monitoring systems ensure that both passengers and drivers are safe and can act as a deterrent of both crime and poor behavior. Systems monitoring means that mechanical problems can be detected before they turn into serious breakdowns or service interruptions. Automatic passenger counters and anunciators make the driver's job easier and ensures better service to the disabled community by complying with the Americans with Disabilities Act.

The Rapid has been actively pursuing funding and has secured grant funding to implement these technologies, recognizing the important benefits and ability to attract customers. The Rapid is implementing the following technologies beginning in FY 2007:

Automatic Passenger Counters (APC); automatically counts passenger boardings and deboardings as required by the Federal Transit Administration. These counters eliminate the need for surveyors to ride buses and complete manual counts. In addition, APCs provide extremely accurate stop-specific and time-specific data.

Schedule Adherence; traffic signal preemption. The ability of log vehicle information at signals, enabling the development of more accurate passenger schedules based on better data. Systems can be implemented to allow fixed route vehicles a green light as they approach a signal.

Automatic Vehicle Location; provides real time vehicle location information, including the location and speed of the vehicle by using Global Positioning Systems (GPS). This allows for improved emergency response time and real-time arrival data for passengers.

Communication System; radio communication system that supports computer aided dispatch (CAD). A communication system that has the capability to allow vehicles to call by route number, driver number, or run number. The system can provide a backup of recorded data such as call time, and recording of the conversation. Emergency buttons can be located near the driver of the vehicle that will transmit data in the event of an emergency. It can immediately transmit bus number, route info, location, and provide a priority display in dispatch and security offices that includes a video and audio display.

Real Time Bus Arrival Departure Information; systems that provide real time arrival and departure information for fixed route. The system can be linked to a web page so that customers can log in and see what time a bus is due to arrive, and its current location. The information can also be available via cell phone, pager, or by PDA, and can be electronically posted and updated at key selected bus stops.

Automatic Anunciators; buses can be equipped to automatically announce major stops, intersections, and transfer points, as required by the Americans with Disabilities Act.

Global Positioning System GPS; allow drivers, especially in the paratransit system to quickly find or be guided to pick up and drop off locations as well as predetermined route guidance.

Automated Driver Log In; drivers can be able to log into the system via the farebox or radio with employee I.D. cards, as well as route cards.

Destination Signage Updates; destination signs can be capable of automatically updating at predetermined route locations.

On Board Terminals; on board terminals for supervisors and paratransit drivers. On board monitors and keyboards would allow for instantaneous schedule changes and updates as well as pick-up and drop-off updates.

Great Transit Grand Tomorrows (GT)2 Study – Bus Rapid Transit System

The Rapid is conducting the Great Transit Grand Tomorrows Study to explore and develop choices for the future of public transit in the Greater Grand Rapids Metropolitan Area. The Public Transportation Tomorrow's (PTT) Task Force and Advisory Committees have been meeting since 2003 with the purpose of studying potential corridors for major public transportation investments and to develop a Locally Preferred Alternative as required in the Federal Transit Administration New Starts process. After four years of study and review, the PTT Task Force made the following recommendations:

- Endorsement of Bus Rapid Transit (BRT) on the Division Avenue corridor from 60th Street into downtown Grand Rapids and Michigan Hill as the Locally Preferred Alternative (LPA).
- Project endorsement by the Rapid Board and the Grand Valley Metropolitan Council for inclusion in the Grand Valley Long Range Transportation Plan.
- Submittal of an application to the Federal Transit Administration for Very Small Starts funding by July of 2007.

The recommended project on Division Avenue must meet the following federal criteria to be eligible for funding in the Very Small Starts program:

- Must be selected by the region as the Locally Preferred Alternative for a transit investment,
- Must have a minimum of 3,000 riders per day on the existing corridor,
- The investment corridor must have dedicated bus lanes in at least 50% of the corridor during peak hours,
- Have significant stations,
- Low floor vehicles and level boarding,
- Traffic signal priority,
- Vehicle "branding" that identifies the service as unique,
- Cost must be $3,000,000 or less per mile, exclusive of vehicles,
- Service frequency must be 10 minute peak/15 minute off-peak, and service must operate at least 14 hours per day.

The proposed corridor would serve Division Avenue, Downtown Grand Rapids and Medical Hill. The preliminary capital cost is $33,600,000 with an annual estimated operating cost of $2,400,000.

Bus Rapid Transit System Update

Since the original publication of the Long Range Transportation Plan, the Federal Transit Administration (FTA) has announced their approval of the Grand Rapids South Corridor Bus Rapid Transit (BRT) project proposal. The project has been determined by the FTA to meet criteria to advance into project development. Specifically, the project calls for the development of a Bus Rapid Transit system in the South Division Corridor. The project will serve the Division Avenue corridor from 60th Street to

Wealthy Street as well the Saint Mary's campus, Michigan Hill Medical Corridor, downtown Grand Rapids and Rapid Central Station. The project length is 9.87 miles, with 19 transit stations. A total of 10 hybrid electric low floor buses would be required providing a service frequency of 10 minutes during peak and 15 minutes off peak. The total projected cost is estimated to be $36.671 million ($29,336,800 million Federal, $7,334,200 million State/Local). Construction of the BRT system is estimated to begin in 2010 with a target public opening in 2012. With FTA approval, the BRT project has moved from the illustrative list of the 2035 LRTP, and is included as a project.

Comprehensive Operational Analysis (COA):

The Rapid employed the services of Connetics Transportation Inc. for a comprehensive operational analysis (COA) of The Rapid's services beginning in May 2005. The product of the COA is both a phase 1 (near-term) and a phase 2 (short-range) implementation plan.

The Phase 1 plan is designed to provide The Rapid with an efficient base transit system from which to continue to improve service levels and performance in the near future. Phase 1 recommendations address existing system inefficiencies, improve system connectivity, eliminate confusing / out-of-direction travel, eliminate unproductive service, and begin to improve system service levels and performance.

Phase 1 reflects the following service accomplishments:

- Simplification of service patterns on routes.
- Elimination of large one-direction loops on routes.
- Improved efficiencies through interlining.
- Regular scheduled service on Lake Michigan Drive
- Airport service via a 7-day/week radial route through Woodland Mall.
- An expanded weekday evening and weekend transit network.
- Elimination of 45-minute headways and creation of 'clock' headways (e.g., 15, 30, and 60-minute service) at all times.
- Expanded non-CBD transfer opportunities.
- New Service to Lake Michigan Drive/Wilson Avenue Meijer.
- Improved schedule adherence.
- Extensive inter-lining (fusing of routes) to create less transfers and higher efficiencies.

The Phase 2 plan is designed to build upon the phase 1 plan. In addition to new routes, phase 2 continues to expand system area coverage, and places emphasis on improving corridor level service and overall system wide connectivity. In addition to service alignment and service level improvements, transit passenger facility improvements are included to improve system attractiveness and ease of system use.

Phase 2 includes the same system-wide changes previously identified for the phase 1 plan. In addition, phase 2 includes the following recommendations:

- Further elimination of large one-direction loops on routes.
- Further expansion of the weekday evening and weekend transit network.
    - Improved peak and off-peak frequencies
    - Additional evening, Saturday, and Sunday service
- Further expansion of non-CBD transfer opportunities.
- New Service to:
    - 28th Street/I-96 Meijer
    - 68th Street/Kalamazoo Avenue Meijer/Target
    - 11th Street/Walker Avenue area

The Rapid will implement phase 1 on May 7, 2007 and the additional $241,752 annual operating expense will be folded in The Rapid's existing operating budget. Phase 2 will require an additional $2,246,219. Consequently, phase 2 cannot be implemented until an additional revenue source is identified. One possibility is a 0.17 increase in the current 0.95 property tax millage to pay for the phase 2 improvements.

RAIL TRANSPORTATION

The Grand Rapids Metropolitan Area is fortunate to have five freight rail companies and one passenger rail option. There are approximately 128 miles of operational track in the metropolitan area. Further, major corridors have been abandoned within the past decade and have been converted for use by non-motorized travel. Descriptions of these facilities have been included in the non-motorized section of this document.

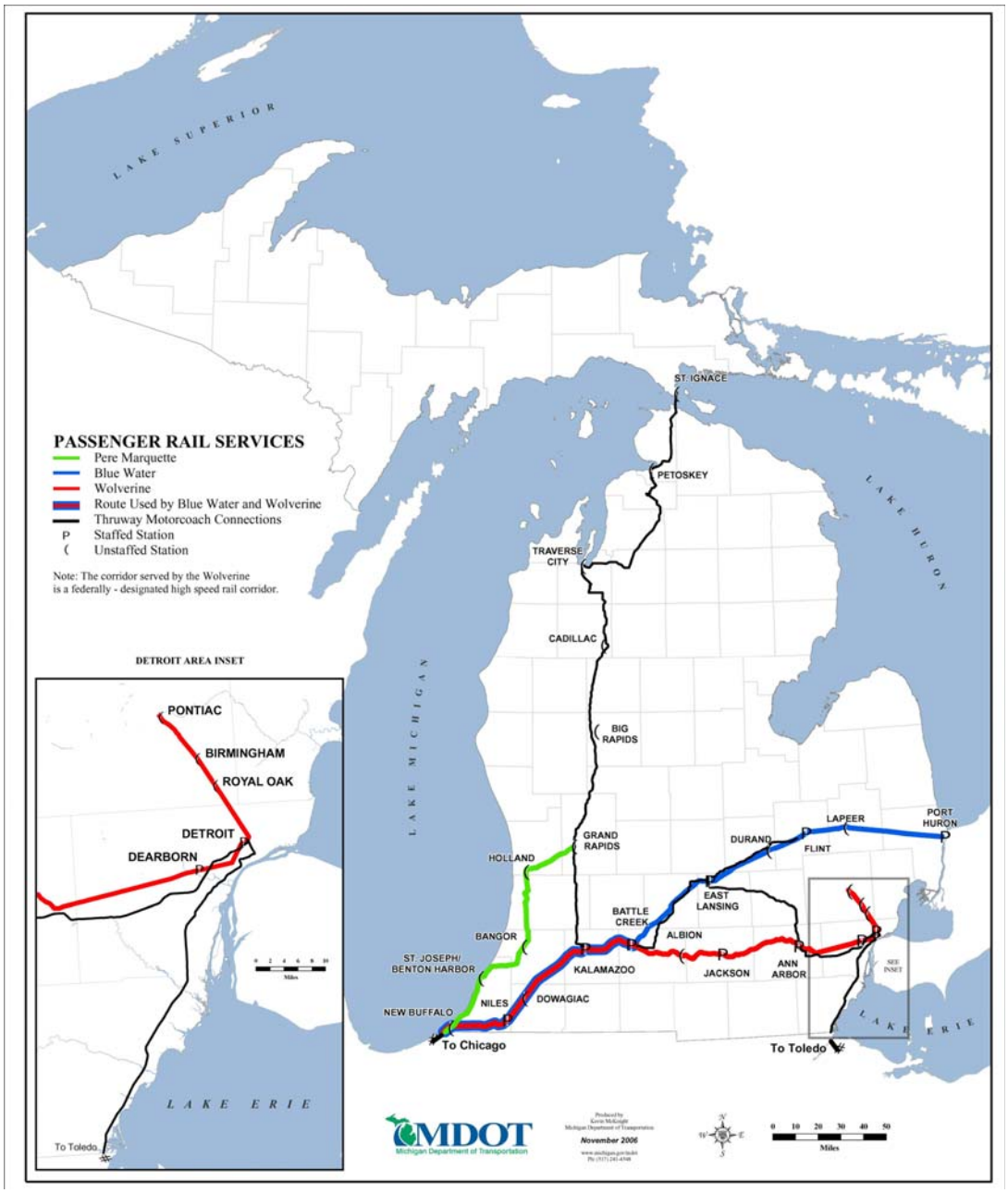
PASSENGER RAIL – AMTRAK PERE MARQUETTE AND WESTRAIN

Michigan passenger rail service is provided by the National Railroad Passenger Corporation (Amtrak) which was created by the passage of the National Railway Passenger Service Act by Congress in 1970. Thirteen states, including Michigan, contract with Amtrak for the operation of trains to supplement the national Amtrak network, extending passenger rail service and/or increasing frequencies on national routes. This operating assistance helps to provide some of Michigan's heaviest travel corridors and population centers with intercity passenger rail service (Figure 17).

The Pere Marquette rail line, which runs roundtrip between Grand Rapids and Chicago seven days-a-week, celebrated its 20th anniversary in 2004. It is operated by Amtrak at the request of the state of Michigan, which has provided an operating subsidy for service since Fiscal Year (FY) 2004 of $7.1 million per year. The operating contract between MDOT and Amtrak for two routes (the Blue Water and the Pere Marquette), however, was renewed for FY 2006-2007, at $6.2 million, a 12 percent decrease from the previous year's contract. Despite the subsidy decrease, Amtrak routes have experienced increases in ridership and revenues on state supported routes. The Pere Marquette showed a 5.7 percent increase in ridership in 2006 over the previous year, with sales of $2.6 million, a gain of 20 percent for the period (Figure 18). It is hoped that continued Michigan Department of Transportation funding will provide for a better and more viable national passenger rail system in the longer term.

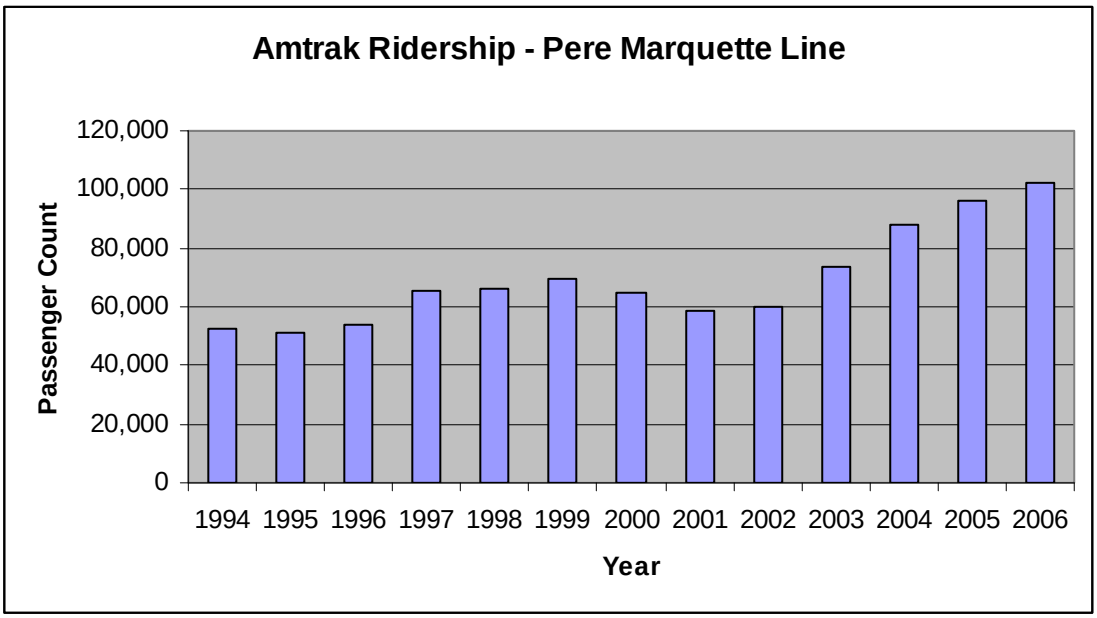
Passenger rail issues are currently being studied by the WESTRAIN Collaborative. The WESTRAIN Collaborative is a group of agencies working to further rail issues in West Michigan. Members include the Michigan Department of Transportation, the Grand Valley Metropolitan Council, the Macatawa Area Coordinating Council, the Grand Rapids Area Chamber of Commerce, the Holland Chamber of Commerce, and the Cornerstone Alliance in St. Joseph. The focus of WESTRAIN is to secure and maintain passenger rail service from Grand Rapids to communities along the Pere Marquette line to Chicago, Illinois and beyond. During AMTRAK budget cuts in 1995, service on the Pere Marquette line serving Chicago was cut to Thursday through Sunday. The WESTRAIN Committee was instrumental in lobbying MDOT and AMTRAK to restore daily service on the Pere Marquette.

The WESTRAIN Collaborative has also worked closely with AMTRAK on a number of initiatives to increase awareness of and traffic on the Pere Marquette rail line. Utilizing special promotions, give-aways, and other marketing strategies, WESTRAIN serves to continue to help attract new riders to the passenger rail experience. Additionally, WESTRAIN has taken the lead on minor renovations to the downtown Grand Rapids Amtrak station.



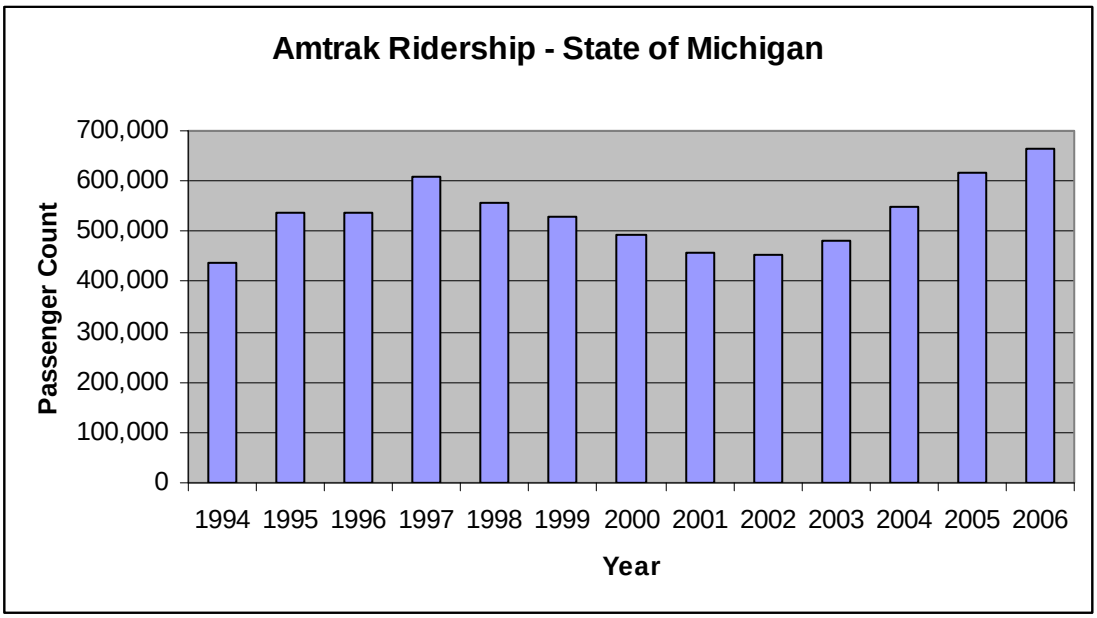
Source: Michigan Department of Transportation

Figure 17— Michigan Statewide Intercity Passenger Rail Routes and Stations



Source: Michigan Department of Transportation

Figure 18 — AMTRAK Ridership Pere Marquette Line 1994-2006



Source: Michigan Department of Transportation

Figure 19 — AMTRAK Ridership State of Michigan 1994-2006

MIDWEST REGIONAL RAIL INITIATIVE

The Midwest Regional Rail Initiative (MWRRI) is a cooperative effort between Amtrak, the Federal Railroad Administration, and nine states -- Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin -- to develop an improved and expanded passenger rail system in the Midwest.

In September 2004, MWRRI released a report conducted by their consultant Transportation Economics & Management Systems, Inc., which outlines a new vision for passenger rail travel in the Midwest. This vision is a transportation plan known as the Midwest Regional Rail System (MWRRS), a 3,000-mile rail network serving nearly 60 million people.

MWRRS would operate as a hub-and-spoke system providing through-service in Chicago to locations throughout the Midwest. Trains operating at speeds up to 110 mph would link Chicago with Milwaukee, Madison and Minneapolis; Des Moines and Omaha; St. Louis and Kansas City; Indianapolis and Cincinnati; Grand Rapids and Detroit; Toledo and Cleveland; as well as many smaller cities and towns. Increased speeds and service efficiencies would reduce travel times dramatically. The Chicago-Detroit trip, for example, would drop from the current five hours thirty six minutes to less than four, Chicago-Twin Cities from the current eight plus to less than six, and St. Louis-Kansas City from five hours 40 minutes to just over four hours. The nearly eight plus hour Chicago-Cincinnati trip would be cut in half.

These efficiencies would be achieved through state-of-the-art train communication and control systems, highway/railroad grade crossing safety enhancements, rehabilitation of existing and construction of new track and sidings. In addition to a travel time reductions, the system would feature additional frequencies -- as many as 17 daily roundtrips between Chicago and Milwaukee (including Amtrak's current long-distance trains).

Over 63 new trainsets would provide passengers with modern and spacious facilities and offer on-board amenities for business and leisure travelers. Ridership on the entire system is projected to skyrocket from the current 1.5 million passengers per year to 13.6 million passengers annually in 2025.
The total capital investment for the MWRRS, including infrastructure and rolling stock, is estimated to be $7.7 billion (in 2002 dollars). The rolling stock for the entire system will cost approximately $1.1 billion. Infrastructure improvements required to implement the MWRRS are estimated to cost $6.6 billion, or about $2 million per mile. This compares favorably with typical highway costs of $10 million per mile.

*Indiana DOT is evaluating additional passenger rail service to South Bend and to Louisville.
**In Missouri, current restrictions limit train speeds to 79 mph.

Source: Michigan Department of Transportation

Figure 20 — Proposed Midwest Regional Rail Initiative (MWRRI) System

The funding plan consists of a mix of funding sources including federal loans and grants, state funding, general funds, and capital and revenue generated from system-related activities, such as joint development proceeds. Federal funding will be the primary source of capital funds. MWRRS funding is based on the establishment of an 80/20 federal/state funding program similar to those that already exist for highways; implementation will remain the responsibility of the states. The State of Michigan would contribute $873 million for infrastructure and $234 million for train equipment.
As technologies have emerged and priorities have changed, a second initiative has surfaced that is specifically focusing on the feasibility of high speed rail.

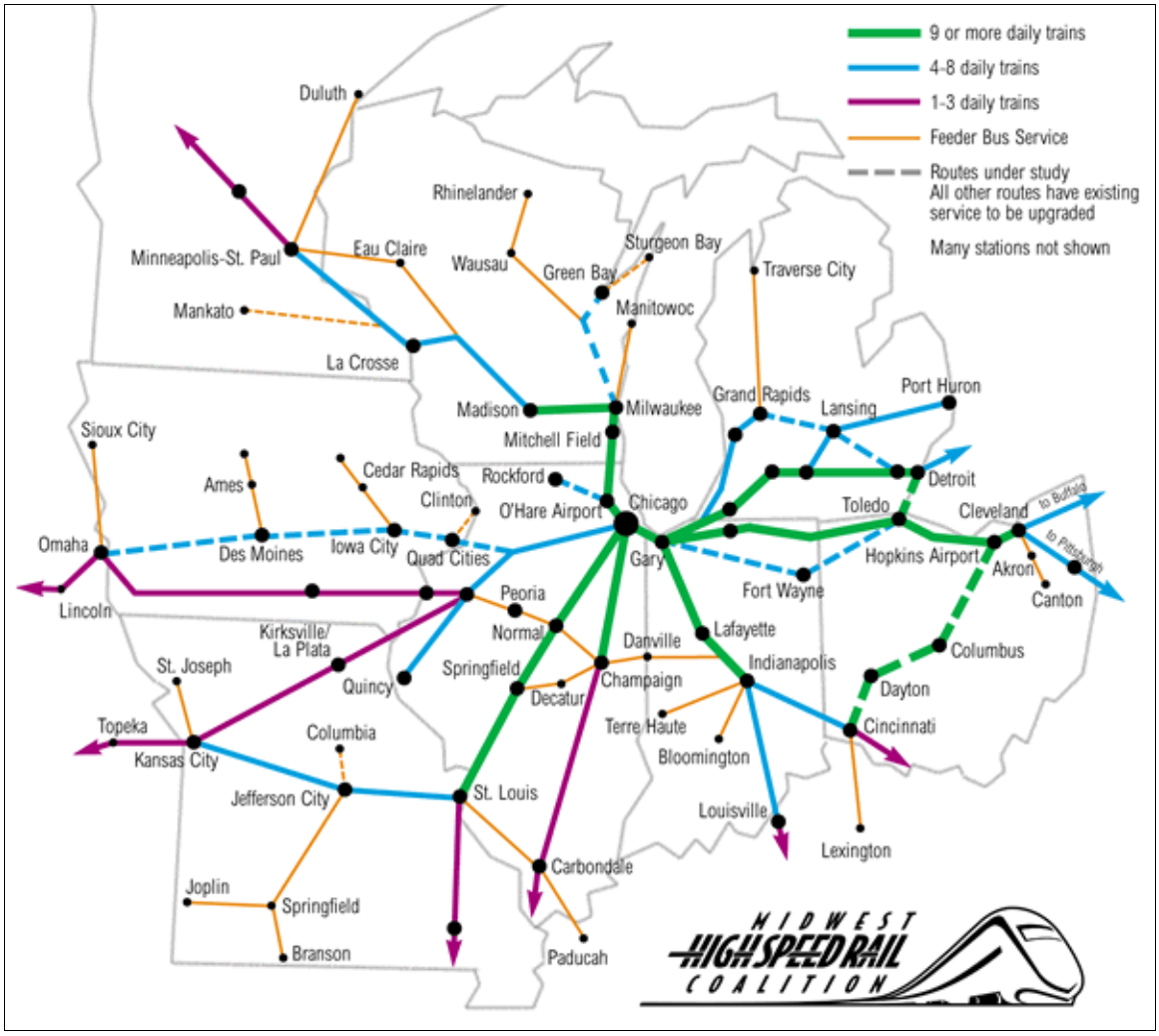


Figure 21 — Midwest High Speed Rail Coalition Map

MIDWEST HIGH SPEED RAIL COALITION VISION FOR A MIDWEST NETWORK

The above map shows the vision of the Midwest High Speed Rail Coalition. This group of nearly 1700 members including individuals, chambers of commerce, municipalities, and corporations throughout the Midwest, works in conjunction with the Midwest Regional Rail Initiative to promote high speed rail service. Key to the success of an advanced rail network are: frequent service, convenient schedules, and competitive travel times. An initial system based on the Midwest Regional Rail Initiative would serve all primary and secondary population centers, including over 200 cities with directly served airports. Additionally, well integrated bus connections, in coordination with Greyhound, will extend the reach of the system. Trains would travel up to 110 mph on primary corridors. Frequencies and speeds could be increased as the network gains ridership.

GRAND RAPIDS PASSENGER RAIL IMPROVEMENTS

On a local level, there have been some improvements to the infrastructure for Grand Rapids rail passengers. Those improvements have provided a benefit to area residents using passenger rail.

Through a $150,000 grant from the Michigan Department of Transportation, the WESTRAIN Collaborative was able to design and completely refurbish the Market Street AMTRAK Station in the mid 1990s.

More recently, the City of Grand Rapids was able to secure a Congestion Mitigation Air Quality grant for the purposes of expanding parking at the Grand Rapids station site in 2003. Inadequate existing parking has been substantially improved especially during the peak train travel times.

In 2007 the WESTRAIN Collaborative, in conjunction with AMTRAK and the City of Grand Rapids, will complete minor renovations to the Market Street AMTRAK station. A $50,000 grant from the Michigan Department of Transportation has provided funds to update the exterior of the station, including the addition of a secure flagpole, new pavement and striping, increased outdoor seating, new paint, new security fencing for the propane tank, new security cameras and lighting, and a new clock in the building's cupola. These minor improvements are important maintenance for the Pere Marquette line facility which saw over 100,000 passengers in 2006.

RAIL AND TRUCK FREIGHT/SHIPPING

The Grand Valley Metropolitan Council (GVMC) interfaces with rail and truck freight/shipping interests through the Participation Plan mailing list, and by meeting with the area's largest employers/shippers through MDOT meetings that are specifically geared toward the freight community. The Participation Plan list has a number of companies on it that rely on shipping via rail and truck. Through meetings and input from these sources, a list of priorities emerged from the 2030 Long Range Plan including:

- The expedited completion of the M-6 roadway.
- The extension of US-131 south to the Indiana/Michigan border
- Improved access to the Gerald R. Ford International Airport
- Improved rail and roadway access to smaller urban areas in Michigan such as Grand Haven, Battle Creek, and Mount Pleasant
- Bridge improvements along I-196 and US-131
- Improved maintenance of existing traffic during construction times and completing more construction activities during off-peak hours.

Since the last plan was completed in 2004, the M-6 Corridor through the southern part of Kent County was completed and is now open to traffic. When the construction timeline for the project was initially announced, completion was slated for 2008. Thanks to changes in priorities at the state level and expedited construction, the roadway opened in the Fall of 2005.

The extension of US-131 south of Kalamazoo and the Michigan/Indiana state border has generated substantial discussion recently. MDOT originally studied this corridor and selected a no-build option. After considerable input from stakeholders, MDOT has reconsidered the no-build option and is performing an environmental assessment (EA) on the corridor. Improvements will be made based on the recommendations of the EA which will be completed by 2010.

Additionally, access to the Gerald R. Ford International Airport has been improved through the completion of the 36th Street interchange at 36th Street and I-96 and the extension of 36th Street that ties in with the interchange and local road network. This project was completed in the Fall of 2006 at a cost of $35 million and provides a more direct access to the airport and the many industries and employers surrounding the airport property.

The other items mentioned above are still a priority with area freight stakeholders. The issue of bridge replacement on I-196 is being addressed through projects that were recently amended into this document by MDOT. The mainline and bridges of I-196 will be expanded/improved on an incremental basis over the next 25 years with most of the bridge improvements happening in the earliest stages of the project.

The difficulty in securing freight data has led GVMC staff to explore other options for interfacing with the freight community. In March 2006, GVMC staff was invited by MDOT, Grand Region staff to co-host a meeting specifically geared to the largest employers in West Michigan. MDOT rolled out its Five Year Plan and GVMC used the opportunity to explain the transportation planning process and to establish contacts for some of the larger employers in the Grand Rapids area. This meeting allowed for continued communication with the employers in attendance. GVMC staff was also able to share project information for the local federal aid network to assist those shippers in planning for future routes and detours. GVMC staff also shared contact information for other MPO organizations in the State of Michigan so that other local road programs could be obtained by the shippers throughout Michigan.

Most recently, GVMC staff is working with The Right Place Program, an economic development organization in Grand Rapids, and the MDOT Grand Region on a region-wide rail freight study. MDOT was able to obtain State Planning and Research (SPR) funds to conduct this study. The study, slated to be kicked off in 2007, will provide an accurate inventory of rail freight infrastructure in West Michigan and hopefully will provide information on the level and type of rail freight activity that originates, travels through, or terminates in the region.

GVMC staff will continue to work with area rail/truck freight interests and consider the issues and priorities put forward by those groups and incorporate those items into the transportation planning process. GVMC also intends to work with State and Federal partners to improve the level of analysis that takes place related to freight levels within the Grand Rapids area.

AIR TRANSPORTATION

The following sections outline operations at the Gerald R. Ford International Airport (GFIA), formerly known as the Kent County International Airport:

HISTORY

In the late 1950's due to urban encroachment by development, local officials decided to relocate the Kent County Airport from its site south of Grand Rapids, to a new site in Cascade Township. With financial backing of a taxpayer approved millage and bond issue, the new Kent County Airport was constructed on the 1,800 acre site and opened in 1963. The bonds were retired in the early 1970's and today the airport in self sufficient.

The new airport provided a 6,600 foot east-west runway complete with Instrument Landing System (ILS), and a 3,400 foot north-south runway (18-36). The 1970's saw construction of a parallel general aviation Runway 8L-26R. Two subsequent runway extensions have brought the main east-west runway to 10,000 feet. At 10,000 feet long the east-west runway is capable of handling planes of any size.
In 1999, the Kent County Board of Commissioners took action renaming the Kent County International Airport to the Gerald R. Ford International Airport. This was done to honor Grand Rapids resident, longtime airport supporter and the 36th President of the United States, Gerald R. Ford.
In the year 2000, the airport completed a $50 million major renovation of the passenger terminal building. In 2002, the airport opened a 1,000-space express shuttle parking lot, and became the first airport in the nation to screen 100% of checked baggage for explosives using new explosive detection machines. 2003 marked the 40th anniversary of the airport at its current location. The celebration began with Passenger Appreciation Days during the busy spring break season, continued with the Flyby 5K Run, Walk & Airport Expo in June. A bronze bust of President Gerald R. Ford's likeness was unveiled in July, followed by the Plane Pull Challenge of Michigan in August, and wrapped up with an airport-wide employee appreciation luncheon in October.

AIRFIELD CONFIGURATION AND INFORMATION

Currently the GFIA makes use of three runways. The primary runway (8R-26L) is 10,000 feet long. The other runways are 8L-26R which is 5,000 feet long, and 17-35 which is 8,500 feet long. The primary east-west runway, 8R-26L, was completely reconstructed in 2001. The project took approximately nine months and was completely in less time than originally projected. The cost of the project was $32 million.

There is enough concrete used at the airport to build a two-lane road (10 inches thick) from Grand Rapids to the Mackinac Bridge. Additionally, there are 1,550,000 square yards of pavement on the airfield.

There are 2,000 acres of grass to mow around the airfield. This is the equivalent of 1,515 football fields - including the end zones! In an "average winter" the airport staff removes 83,700,000 cubic feet of snow from the airfield. That's enough to fill 20,000 Olympic-sized swimming pools!

PASSENGER AIR TRANSPORTATION

In 2004, the Gerald R. Ford International Airport (GFIA) posted another year of record passenger volume, exceeding 2 million passengers for the first time in its history (2,150,125). While the total passen-

gers for 2005 were off the record 2004 levels, GFIA still carries over 2 million passengers which, as of 2005, ranks it as the 88th busiest commercial airport in the United States and the second busiest airport in the State of Michigan.

Gerald R. Ford International Airport is served by eight passenger airlines with 120 daily scheduled non-stop flights to and from 16 major market destinations.

AIRPORT PROPERTY INFORMATION

The airport covers nearly 3,200 acres (over five square miles), an area almost as large as the city of Grandville and a bit larger than East Grand Rapids. There is over 12 miles of fence surrounding the perimeter of the airport property. That's enough to stretch from the airport to downtown Grand Rapids. The airport's passenger terminal building is just over 240,850 square feet; with over 170,000 square feet open to the public. There are two concourses and 12 gates in the passenger terminal building. The airport also provides approximately 4,750 public parking spaces.

AIR FREIGHT/SHIPPING TRANSPORTATION INFORMATION

On October 5, 1999, a dedication ceremony welcomed the new 47-acre Air Cargo and Trade Center. The facility triples GFIA's cargo handling capabilities with 160,000 square feet of warehouse, processing, and office space surrounded by 680,000 square feet of aircraft ramp space, 14 aircraft parking positions, and 61 truck bays.

A current robust level of air cargo activity, coupled with ten-year projections of six to eight percent annual growth in freight handled by the airport, made the facility necessary to keep pace with area needs. The $28 million project was funded from airport reserves, a grant from the Michigan Bureau of Aeronautics, and private financing.

Currently, there are four cargo airlines located at Gerald R. Ford International which handle approximately 237,000 pounds of air cargo each day or more than 118 tons per day. More than 86 million pounds of air cargo passed through Gerald R. Ford International Airport in 2005 and the amount of cargo handled by the airport continues to steadily increase on an annual basis.

RECENT AND FUTURE ACTIVITIES

The Airport Gateway was recently overhauled in 2004 thanks in part to a Transportation Enhancement grant secured through the Grand Valley Metropolitan Council, the Michigan Department of Transportation, and the U.S. Department of Transportation. Changes to the gateway include additional overhead directional signage, new trees and shrubbery, and native plants and grasses that represent West Michigan's natural environment. The airport added 750 additional spaces to its express shuttle parking lot in 2004 as well to complete the "facelift".

A new Cell Phone Lot was opened to the public in October 2006. The lot is designed as a convenient, safe and legal way for those motorists waiting for passengers to arrive. Motorists can wait just outside the airport entrance while waiting for their passengers to arrive and contact them via cell phone. Motorists can avoid continuously circling the interior airport loop or paying to park in the airport parking areas. The lot has 15 spots and a 30-minute time limit.

A new parking structure will be coming to Airport property with construction slated to begin in 2007 and lasting two years. The new structure will have approximately 4900 parking stalls, for a net increase

of 3900 stalls. The structure will be a ground level and three upper levels on the west and a ground level and two upper levels on the east, because of control tower to airfield pavement line of sight restrictions, with a footprint of approximately 1200 feet by 350 feet. There will be 2 pedestrian bridges from the structure to the terminal building, with both escalators and elevators at the terminal to access the ticketing level. A canopy will extend from above the upper level of the structure to above the terminal roof, approximately 600 feet long. The structure will have a terra cotta paneling system and glass enclosed stair/elevator cores. An entry/welcome plaza will be constructed prior to the structure entries, along with roadway and utility improvements. The project is expected to cost about $120,000,000.

GENERAL AIRPORT INFORMATION

- Gerald R. Ford International Airport is managed and operated by the Kent County Department of Aeronautics. The Kent County Aeronautics Board is a six-member body appointed by the Kent County Board of Commissioners with responsibility for policy setting and general oversight of the airport.
- More than 2,000 people work at the airport, the majority being employed by airport tenants.
- Replacement value of the airport, its property, and facilities is estimated at $550,000,000.
- The airport has its own police, fire, and maintenance departments.
- The airport generates over $880 million annually in economic activity throughout its West Michigan 13-county service area.
- The airport is financially self-supporting and requires no funding from property taxes, general funds, or special taxes. Airport operations and improvements generate local net airport revenue, rather than spend valuable tax dollars.
- GFIA's capital requirements are met through various sources including earned surpluses, revenue bonds, passenger facility charges, and grants under the federal Airport Improvement Program and the Michigan state aviation grant program. Operational requirements are met through rates and charges assessed to airport tenants and airport patrons for the use of airport services and facilities.

SAFETY MANAGMENT SYSTEM

The Safety Management System functions to help improve the overall safety of the transportation network in the Grand Rapids urbanized area. There are a number of developments that GVMC has been involved in recently to increase the planning and consideration of traffic safety issues in the Grand Rapids area.

SAFETY FORUM

The Grand Valley Traffic Safety Committee (TSC) was formed in 2005 through the involvement of the Grand Valley Metropolitan Council (GVMC). There are currently nine Traffic Safety Committees in the State of Michigan sponsored by the Office of Highway Safety Planning and AAA Michigan. The Grand Valley Traffic Safety Committee consists of agencies in Kent, Ottawa and Allegan counties. The goal of this committee is to bring traffic safety professionals together on a regular basis to exchange information on best practices being utilized in their individual agencies and to maximize the resources available to them.

WAYNE STATE UNIVERSITY STUDY

Beginning in October 2004, the Office of Highway Safety Planning sponsored a traffic and safety services project for the Wayne State University-Transportation Research Group (WSU-TRG) to perform a comprehensive crash analysis at a site-specific level within GVMC. The purpose of this study is to conduct a review of the traffic conditions and crash characteristics of approximately 30 high crash locations within the MPO boundary, to identify operational and driver behavior issues that may be affecting safety and to develop potential mitigation measures to reduce the crash risk at the selected locations. The study includes implementation, staging and evaluation plans for assessing future changes in crash patterns attributable to the safety improvements.

As a part of this study, a total of 68 intersections were analyzed to determine the crash and injury characteristics for a four-year period (2000 through 2003). Based on this review, 32 intersections were identified as having a 'high' to 'moderate' crash experience and were included in the detailed site-specific analysis. The majority of these intersections were located in the vicinity of Grand Rapids.

In order to provide comprehensive traffic safety and engineering services for the GVMC MPO, this study consisted of three main activities, which encompassed a variety of sub-tasks and are as follows:

1. Investigation of the crash characteristics at the MPO level to determine the annual crash trends using charts, graphs and Geographic Information System (GIS) maps to identify predominant patterns in crashes among the geographic areas (cities/townships) within the Grand Valley Metropolitan Council. The crash data for this analysis was obtained by querying the Michigan State Police's (MSP) computerized Statewide Traffic Crash Database for the years 1997 to 2003.

2. Identification of crash experience at candidate sites and the selection of intersections for detailed analysis based on the most recent traffic crash data for two years (2003- 2004).

3. Detailed intersection and corridor analyses based on a systematic approach to review physical, traffic and crash characteristics, and to identify safety and operational deficiencies, as well as driver behavioral issues in order to develop mitigation strategies. The following methodology was used in this approach:

- Conducted on-site investigations to collect intersection geometry, lane use and designation, adjacent land uses and driveways, traffic control devices and all relevant measurements within an approximate 150-foot radius of the intersections. The distances were obtained using digital measuring wheels.
- Reviewed traffic characteristics by collecting manual turning/through movement counts during a 'typical' weekday (Tuesday, Wednesday, Thursday) PM peak period (4:00 to 6:00 PM) using a one or two-person team, depending on the intersection size and volume of traffic the intersection carried.
- Evaluated the intersections' capacity/level of service (LOS) using the most recent version of the Highway Capacity Software (HCS), which applies the techniques described in the *Highway Capacity Manua*l, published by the Transportation Research Board in 2000.
- Analyzed traffic crash data for the selected high crash locations using data obtained from the Michigan State Police for the years 2003 and 2004 (downloaded UD-10 traffic crash reports from MSP website). In order to compile the crash reports for the study intersections, the images on the website were carefully reviewed, sorted and printed. The number of crashes resulting from the UD-10 reports and the number contained in the Statewide Traffic Crash Database were compared for each intersection by year as a check for accuracy. The hardcopy UD-10 reports were then used to prepare pattern/summary tables and also to prepare collision diagrams.
- Analyzed traffic crash data to identify driver behavioral issues related to alcohol use, seatbelt use, speeding, and red light running. Recommendations for enforcement and educational-type safety measures were made based on this analysis.
- Using the results of the detailed traffic crash analysis, operational analysis, and analysis of crashes related to driver behavioral issues, safety-related issues were identified at a corridor and intersection-specific level. Safety improvements were then developed, based on the predominant crash types, identified safety deficiencies and probable cause of crashes, as outlined in various publications [*Highway Safety Improvements Program (HSIP) Procedural Guide* (DOT-FH-11-9679), Federal Highway Administration, 1981; National Cooperative Highway Research Program (NCHRP) Report 457, *Evaluating Intersection Improvements: An Engineering Study Guide*, Transportation Research Board, National Research Council, 2001; *Manual on Identification, Analysis and Correction of High-Crash Locations*, 3rd Edition, Missouri Department of Transportation Technology Transfer Assistance Program , 1999]. It should be noted that the crash causation analysis focused on identifying specific crash types that could be mitigated by the installation of a countermeasure, known as a 'correctable' crash. For example, if a crash analysis reveals a predominance of left-turn head-on crashes, a countermeasure such as the installation of a left turn lane and/or left turn signal is expected to correct the crash problem. However, if a crash occurs due to driver distraction, such as stopping at a green signal to read a map (or any other type of distraction), there is nothing an agency can do to correct this type of crash. Thus, this study focused on identifying correctable crashes, determining the probable causes and selecting well-known countermeasures to mitigate the crash problems.

The results of the Wayne State Study will help to identify next steps for local implementing agencies to address transportation safety concerns on the Grand Rapids area's roadway network and identify a methodology for future safety study of other intersections or corridors in the area.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

In June 2002, GVMC Staff developed the Grand Rapids Area Regional ITS Architecture. The development of consistent standards for ITS development nationwide is paramount to the Federal Highway Administration ITS Program. The regional architecture must conform to the standards set forth by the federal government to ensure consistency and proper planning.

The work with the regional architecture serves to build on what was previously done with MDOT through the use of CMAQ funding and the implementation of the previous ITS plan. Variable message signs and closed circuit cameras were constructed at strategic locations along US-131 as part of this undertaking. It is hoped that the development of the new regional architecture will continue to build on the ITS efforts that are already in place and provide for additional ITS implementation.

The development of the architecture was broken into 2 phases or "tiers". The objectives of Tier I are to help local transportation professionals understand the need for local ITS integration, understand the need for a regional architecture, understand the process by which a regional architecture is developed, understand the role of the National Architecture in the process of developing a regional architecture, identify the actions necessary to prepare for the final stages of regional architecture development, define the boundaries and deployment timeline, and identify a "Champion" who will lead the effort to develop and finalize the regional architecture.

The Grand Valley Metropolitan Council as the Metropolitan Planning Organization (MPO) for the urbanized area, will maintain the regional architecture and serve as the champion for ITS implementation in the region. GVMC will coordinate planning activities and certify that federally funded ITS projects or federally funded projects that contain ITS elements are included in the Grand Rapids Area Regional ITS Architecture and adhere to all applicable standards. All projects in the Grand Rapids Area Regional ITS Architecture plan will be included in the region's Long Range Transportation Plan (LRTP) as illustrative projects. When funding is secured for a specific project, that project will be moved out of the illustrative section of the LRTP and implemented through the MPO's project selection process.

The Grand Rapids Area Regional ITS Architecture timeline was set by the area ITS committee at ten years. That timeline should be considered a "rolling" timeline. As new technology and programs become feasible for use in the area, GVMC, through the ITS/Traffic Operations Committee, can/will amend the Regional Architecture to include those elements. If something has been deemed inappropriate for implementation today, it is completely possible that in the coming years, new technologies and local desires will make them feasible for implementation.

Fortunately, significant benefits can be realized by the strategic application of selected technologies. These technologies will lay the foundation for the complete Intelligent Transportation System that will ultimately be implemented throughout the MPO region.

ALTERNATIVE FUELS

The Grand Valley Metropolitan Council is working hard to stay abreast to energy changes and advancements as they relate to transportation and transportation infrastructure. As alternative fuel technology evolves our staff will continue to evaluate the applicability to plans and development projects. It is our goal to incorporate those technologies into our planning process that reduce our dependence on foreign oil as well as reduce the emission of gases that contribute to global warming, particulate matter, and chemicals that combine to form ground level ozone.

Three different emerging technologies of particular interest are: ethanol, biodiesel, and hydrogen fuels.

ETHANOL

Ethanol is fuel produced by fermenting and distilling starch crops to simple sugars and then into alcohol. Corn, barely, wheat, sugar as well as "cellulosic biomass" such as trees, grasses (swtichgrass in particular), potatoes, molasses, and corn stover can all be used to produce ethanol. Currently 90% of the ethanol made in the U.S. is made from field corn.

Like biodiesel, ethanol can be blended with petroleum based fuel, or gasoline, in different increments. For example, E85 (a blend of 85% ethanol and 15% gasoline) qualifies as an alternative fuel under the Energy Policy Act of 1992 (EPAct), and vehicles that run on E85 are considered flexible fuel vehicles (FFVs). A blend of 10% ethanol, 90% gasoline (E10), while not considered an alternative fuel at such a low concentration, can be used in all gasoline vehicles, and in fact ethanol is currently added to gasoline to increase octane and improve emissions in many states.

As of 2005, approximately 5 million FFVs have been sold in the United States, although many buyers are unaware that they can refuel with E85. In fact, the Michigan Department of Agriculture estimates that nearly 225,000 FFVs exist in Michigan as of early 2006. Fueling stations that provide E85 are primarily located in the Midwest, with more than 900 public E85 stations operating across the country. E85 fueling equipment differs slightly but is of similar cost to gasoline fuel equipment, and in some cases it may be possible to convert existing petroleum equipment to handle E85.

When compared with gasoline-fueled vehicles, the majority of E85 vehicles produce lower carbon monoxide and carbon dioxide emissions, as well as lower levels of hydrocarbons. While a gallon of ethanol contains about 66% of the energy of a gallon of gasoline, in actual use drivers generally experience a fuel economy reduction of 15% relative to gasoline. Despite the lower energy output per gallon, ethanol produced from cellulosic biomass yields at least 25% more energy than is used growing, harvesting, and distilling the ethanol. As technology converting biomass into ethanol improves, estimates of a 71-75% reduction in fossil energy use and a 68-91% reduction in emissions is anticipated with the use of E85 by 2010.

On August 5, 2005, President Bush signed into law the 2005 Energy Policy Act, which includes a 7.5 billion gallon renewable fuels standard by 2012. This mandates the use of ethanol (and biodiesel) into the American fuel supply, and as of July 1, 2006, U.S. production of ethanol surpassed the 4.5 billion gallon mark. The state of Michigan has opened three commercial ethanol plants, the first being the Michigan Ethanol LLC in Caro, Michigan producing over 40 million gallons per year, much of which is produced with corn from Michigan corn growers. Three other Michigan ethanol plants are under construction and each is expected to produce 50 million gallons of ethanol annually. These plants represent a significant investment in the state economy.

Michigan Ethanol Retail Fueling Sites

Lenawee Farm Bureau Oil Coop
4021 S Adrian Hwy
Adrian, MI 49221
517-265-6222

Meijer Gas #45
217 E. US 223
Adrian, MI 49221
(517) 266-2129

Meijer Gas Station #64
3145 Ann Arbor-Saline Rd
Ann Arbor, MI 48103
734-997-3929

North Star USA (West Stadium Sunoco)
2275 W Stadium Blvd
Ann Arbor, MI 48103
734-761-4105

Wesco
21380 Perry Ave
Big Rapids, MI 49307
231-592-4960

Corrigan Sunoco
602 E. Grand River Ave
Brighton, MI 48116
810-229-6323

J & H Family Stores
460 76th St
Byron Center, MI 49315
616-455-3600

Mobil
44350 Warren Rd
Canton, MI 48187
734-414-0712

Meijer Gas # 109
1703 Haggerty Rd
Commerce, MI 48390
248-926-3129

Citgo
8438 Telegraph Rd
Dearborn Heights, MI 48127

Sunoco Gas
21435 W 8 Mile Rd
Detroit, MI 48219
313-535-9400

Meijer Gas #44
2474 W. Hill Rd.
Flint, MI 48507
(810) 766-8329

J & H Family Stores
460 76th St
Grand Rapids, MI 49509
616-455-3600

Meijer Gas # 158
1999 East Beltline Ave NE
Grand Rapids, MI 49503
616-447-1529

Sunnybrook Mobil
4380 Kenowa Ave
Grandville, MI 49418
616-457-5830

Peterson Oil
6360 Greenville Rd
Greenville, MI 48838
616-754-3254

Meijer Gas #47
746 E. 16th St
Holland, MI 49423
(616) 355-4829

Meijer Gas #30
2777 Airport Rd
Jackson, MI 49202
(517) 783-0029

Pacific Pride
1939 Cooper St
Jackson, MI 49202
517-787-1210

Bob & Kay's Auto Wash
5680 Stadium Dr
Kalamazoo, MI 49009
269-372-3900

Blodgett Shell
1700 S. Waverly Rd
Lansing, MI 48917

Vehicle & Travel Services Fuel Station
6951 Crowner Dr
Lansing, MI 48913
517-322-5000

Angeli's Fuel Xpress
1401 8th Ave
Menominee, MI 49858
906-863-5575

Mussers Service, LLC
106 S Main St
Nashville, MI 49073
517-852-9446

Meijer Gas #54
20401 Haggerty Rd
Northville, MI 48167
(248) 449-5729

Cooperative Elevator Co.
7212 E Michigan Avenue
Pigeon, MI 48755
989-453-4514

Pettysville Junction
9190 Pettysville Rd
Pinckney, MI 48169
734-878-3050

Cooperative Elevator Co.
4644 Ruth Rd
Ruth, MI 48470
989-864-3391

Citgo
29009 Northwestern Hwy
Southfield, MI 48034
248-799-9610

Meijer Gas # 55
36500 Van Dyke Ave
Sterling Heights, MI 48312
586-274-1629

Meijer Gas #35
14640 Pardee Rd
Taylor, MI 48180
(734) 374-4229

Meijer Gas #237
29585 Mound Rd
Warren, MI 48092
586-573-2929

Meijer Gas #36
5500 Clyde Park Ave
Wyoming, MI 49509
(616) 530-7129

BIODIESEL

Biodiesel (fatty acid alkyl esters) is a diesel fuel replacement made from natural, renewable sources such as vegetable oils and animal fats, which reduce emissions. Biodiesel works very similarly to petroleum diesel in compression-ignition engines, and blends of up to 20% biodiesel, B20, (mixed with petroleum diesel) can be used in nearly all existing diesel equipment, including storage and distribution infrastructure. Blends up to B20 biodiesel do not require modifications to engines and can provide the same payload capacity as regular diesel. Higher blends of biodiesel (100% biodiesel or B100) may also be used with little or no modification in engines built since 1994, however B100 is poorly suited to low temperature conditions.
The Environmental Protection Agency (EPA has registered biodiesel as a fuel and fuel additive. B100 has been officially designated as an alternative fuel by the Department of Energy (DOE) and the U.S. Department of Transportation (DOT).

Biodiesel fuel significantly reduces the emission of unburned hydrocarbons, carbon monoxide, particulate matter, nitrogen oxides and other chemicals, with the reductions increasing as the amount of biodiesel blended increases. Additionally, the exhaust emissions of sulfur oxides and sulfates (major components of acid rain) from biodiesel are essentially eliminated compared to diesel. The use of biodiesel reduces unburned hydrocarbons and nitrogen oxides, which are known ozone or smog forming precursors. Based on EPA engine emissions testing, the overall ozone (smog) forming potential of the hydrocarbon exhaust emissions from biodiesel is nearly 50 percent less than that measured for regular diesel fuel. According to the U.S. Department of Energy, B100 reduces carbon dioxide (a major contributor to global climate change) emissions by more than 75% over petroleum diesel, while a blend of 20% biodiesel reduces carbon dioxide emissions by 15%.

According to the Michigan Department of Agriculture, biodiesel is currently imported primarily from Illinois, Ohio, Minnesota and Kentucky. In August 2006, the first commercial biodiesel plant opened in Gladstone, Michigan by "Ag Solutions, Inc" and is expected to produce at least 5 million gallons per year and may be expanded. Michigan has several other commercial plants presently under construction and are these plants are expected to open over the next 12 months. Currently, Michigan uses over 1 billion gallons of diesel fuel annually.

Michigan Biodiesel Retail Fueling Sites

Admiral Petroleum Co 1309 E. Center Rd. Ithaca, MI 48847 989-875-8752	Adventure EZ Mart 3003 Whitehall Rd. Muskegon, MI 49455 (231) 766-3563	Al Parsch Oil & Propane Co. 5923 W. Imlay City Rd Imlay City, MI 48444 810-724-6425	Atlas Oil Company 29330 Wixom Rd Wixom, MI 48393 313-220-7783
Atlas Oil Company 649 W Main St Stockbridge, MI 49285 517-851-9129	Atlas Oil Company 24344 Ecorse Rd Taylor, MI 48180 313-295-1693	Berrien Co. Farm Bureau Oil Company M140 & M62 Eau Claire, MI 49111 (269) 461-4222	Boland Tire Breckenridge 120 S. Pine St. St. Louis, MI 48880 989-842-5855
C. Barron & Sons 3251 Lewis Ave Ida, MI 48140 734-269-6018	C.A. Murphy Oil Co. 1100 N. Clay St Sturgis, MI 49091 (269) 651-3744	C.A. Murphy Oil/ Snappy Food Mart 1159 N. Nottawa Sturgis, MI 49093 269-651-3744	Carleton BP Service Station 974 Will Carleton Rd Carleton, MI 48117 734-639-1014
Cass Street Card Lock 2925 Cass Rd	Cedar River State Harbor N8262 Old Miled Ln	Chapp & Bushey Oil Co. 37333 South Huron Rd.	Chums Corners 365 US-31 South

Traverse City, MI 49684

Cedar River, MI 49887
906-864-1040

New Boston, MI 48164
734-941-1610

Traverse City, MI 49684

Cooperative Elevator Co.
7211 E. Michigan Ave.
Pigeon, MI 48755
989-550-0212

Cooperative Elevator Co., Ruth
4644 Ruth Rd.
Ruth, MI 48470
(989) 864-3391

Crystal Flash Energy
1754 Alpine Ave
Grand Rapids, MI 49504
616-365-0570

Deerfield BP Station
185 Carey St.
Deerfield, MI 49238
517-447-3830

Ellsworth Farmers Exchange
6927 Center St
Ellsworth, MI 49729
(231) 588-2300

Energy Plus 24 - North Central Co-op
510 Florence Rd.
Constantine, MI 49042
574-533-4131

Hirschman Oil Supply
9773 Saginaw St
Reese, MI 48757
800-251-5440

Hoffies Inc
2982 W Beecher Rd
Adrian, MI 49221
517-265-1946

Ida BP Station
3251 Lewis Ave.
Ida, MI 48140
734-269-6018

K & M Grocery
201 W Chicago St
Jonesville, MI 49250
517-849-2221

K & M Grocery
201 W Chicago St
Jonesville, MI 49250
517-849-2221

Lemmen Oil Company
13 E. Randall St
Coopersville, MI 49404
616-837-6531

Lemmen Shell
610 Whitehall Rd
North Muskegon, MI 49445
616-837-6531

Lemmen Shell
2628 Henry St
Muskegon, MI 49441
616-837-6531

Lemmen Shell
127 68th Ave.
Coopersville, MI 49404
616-837-6531

M-46 Truck Stop
19504 Edgar Rd
Howard City, MI 49329
616-534-2181

Maybee Marathon
7595 Blue Bush Rd.
Maybee, MI 48159
734-587-2282

Meijer Fueling Station
3145 Ann Arbor-Saline Rd
Ann Arbor, MI 48103
734-997-3929

Meijer Fueling Stations
3995 Carpenter Rd
Ypsilanti, MI 48197
734-677-7129

Mobil Station
US-131 & 76th St SW
Byron Center, MI 49315
616-534-2181

Mussers Service
106 S. Main St.
Nashville, MI 49073
517-852-9446

North Dixie BP Station
3251 Dixie Hwy.
Monroe, MI 48161

Pacific Pride
2500 84th St.
Zeeland, MI 49464

Pacific Pride
2400 Turner Ave NW
Grand Rapids, MI 49544
800-654-4244

Plowman Gas & Oil Co.
108 W. Third St.
Perry, MI 48872
517-625-7200

R & N Fast Track Inc.
24344 Ecorse Rd.
Taylor, MI 48180

Scharfs Service & Fuel Oil
6650 E. 10 Mile Rd.
Center Line, MI 48015
586-757-2708

Schluckebier Oil & Propane
343 N. Franklin
Frankenmuth, MI 48734
989-652-9821

Snappy Food Mart
1159 N. Ottawa
Sturgis, MI 49093
269-651-3744

Stechschulte Gas and Oil Company Inc.
917 E. Main St
Owosso, MI 48867
989-723-8831

Stockbridge Fast Track LLC
649 W. Main St
Stockbridge, MI 49285

Swan Fuel Service, Inc.
1615 E. Mason St.
Dansville, MI 48819
517-623-6006

Tri-County Oil Company
1724 W Michigan Ave.
Clinton, MI 49236
517-456-4519

Van Manen Petroleum Group
O-305 Lake Michigan Dr
Grand Rapids, MI 49504
800-654-4244

Wacker Oil/G.E. Wacker,Inc.
9050 Michigan St/M-52
Manchester, MI 48158
734-428-8366

West Michigan BioDiesel
13479 Mason Dr.
Grant, MI 49327
231-343-4516

HYDROGEN

Hydrogen as an alternative fuel is still being researched and tested for use in vehicles, however, it may very well play an important role in meeting our future transportation demands. Hydrogen is the simplest element, made of only one proton and one electron, and each molecule is made up of two atoms. Hydrogen is abundant on earth, but it is almost always found combined with other elements such as oxygen to form water. It is best described as an energy carrier instead of an energy source, that can be produced using nearly every type of domestic energy source available from nuclear to solar and wind energy. Essentially, energy from another source like electricity (usually made from burning coal) is used to separate the hydrogen from other elements (like oxygen) and this gas is then used as a fuel. Hydrogen can be used as fuel directly in combustion engines not that much different from gasoline engines, however storing hydrogen in a gas tank is more difficult because it takes up a great deal more space.

There are obviously a number of challenges to introducing hydrogen as a motor fuel, challenges that the Department of Energy is striving to resolve. Experts agree, however, that it will probably be approximately 10-20 years before hydrogen vehicles and the infrastructure to support them will begin to make an impact.

SOURCES

Michigan Dept. of Agriculture: http://www.michigan.gov/mda/

Michigan Dept. of Transportation: http://www.michigan.gov/mdot/

National Biodiesel Board: http://www.nbb.org/resources/faqs/default.shtm

Transportation Technology R&D Center. Effects of Fuel Ethanol Use on Fuel-Cycle Energy and Greenhouse Gas Emissions. U.S. Dept. of Energy

U.S. Department of Energy: http://www.eere.energy.gov/

FINAL PRESENTATIONS AND APPROVALS

Once all of the products are in place, the plan goes through a final phase of public involvement and approvals. The Plan will be presented and acted upon through the local committee structure. Once approved locally, the draft document is forwarded to the Federal Highway Administration and U.S. Environmental Protection Agency for final approval.

FINAL DOCUMENT PREPARATION

Upon receipt of all necessary approvals, staff began the process of the preparation of a final document. MPO Staff decided that the final document should possess the ability to be amended easily. This is due in large part to segments of the plan being constantly updated as various plans and projects need to be amended into the document. This should make the plan easier to implement and manage over the course of its life.

Once approved, the Plan will be incorporated into the Grand Valley Metropolitan Council webpage and be available there for viewing.

If you have questions about this document or the long range planning process, please contact:

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APPENDIX A: Public Involvement

PUBLIC PARTICIPATION PROCESS FOR THE DEVELOPMENT OF THE YEAR 2030 LONG RANGE TRANSPORTATION PLAN

Input from the public has always been an important part of the transportation planning process, but perhaps never more important than with the advent of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the next subsequent federal bills, the Transportation Equity Act for the 21st Century (TEA-21), passed in 1998 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. Federal regulations directly state the demand for proactive public involvement processes that provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans.

To meet these standards, the Grand Valley Metropolitan Council (GVMC) has developed a transportation planning public involvement process through the Public Participation Plan. That process includes: the solicitation of public opinion and needs, especially to those who are under-served, by means of public meetings and a survey instrument; opportunity for public comment at all public meetings of the GVMC Transportation Committees; making information readily available to the public through multiple means including the internet; public notification of meetings both by notification of the media and direct mail; appropriately scheduled public hearings; opportunity for public comment on key transportation decisions; timely and forthright response to public comments; and regular review of the public involvement process itself.

In accordance with the aforementioned Federal regulations, GVMC embarked on an aggressive program for soliciting input as a result of the Year 2035 Long Range Transportation Plan. This three pronged program was broken up into phases and designed to be more proactive in engaging the public on transportation issues.

Phase I-Stakeholder Meetings

Working in conjunction with other regional transportation providers in transit (ITP-The Rapid) and state highways (Michigan Department of Transportation), MPO staff set up meetings with all of the members of the MPO, members of the business community (through the area Chambers of Commerce), and members of special groups and service agencies throughout the region. These meetings provided a cross section of transportation users and the issues that those diverse users face. Much input was received from these valuable stakeholders in the transportation planning process as needs were identified and issues were prioritized. Samples of letters sent to various organizations requesting meetings are listed at the end of Appendix A.

Phase II-Mass Media

Working with local newspaper, radio, and television outlets, information about the transportation planning process was brought to the public in a new way. Advertising space was purchased through two general circulation newspapers in the area announcing public input opportunities. Radio interviews were held with are radio stations that served to explain the transportation planning process and provide information on upcoming public meetings. One of the local television networks were present at our public involvement kickoff and broadcast information on future public meetings. Invitations to all

meetings and press releases announcing input opportunities were sent to the numerous social service agencies in the area through the public involvement database housed at GVMC. The public involvement database was updated through this process with help from ITP-The Rapid, the region's transit provider. GVMC and ITP's databases now mirror each other allowing for more widespread communication to those groups that have been traditionally underserved in the transportation planning process.

Phase III-Community Forums

In response to our transportation committees, public interests, and federal officials who review our process, we instituted a more aggressive approach in meeting with the public for consultation of transportation concerns. Eight meetings were held throughout the region at varied times, locations, and days of the week. The meetings were held open house style with a brief presentation by staff held at different times during the open house. Maps and graphics were displayed prominently at the forums to show members of the public information about particular transportation issues or modes. The flyer announcing the meeting times, dates, and locations is attached at the end of this summary. There were eight meetings total. Five of the meetings were held in areas considered to be Environmental Justice areas (low-income or minority populated areas traditionally underserved in the transportation planning process) and four meetings were held on ITP-The Rapid transit routes allowing for those individuals without automobile transportation the opportunity to provide input as well.

THE PAGES OF APPENDIX A LIST THE FOLLOWING:

1) Sample Letters sent to Stakeholder Agencies requesting meetings to receive input and kickoff the development of the Year 2035 Long Range Transportation Plan

2) List of Agencies that received Consultation and Environmental Mailings

3) Public Input Received from Environmental Justice, Environmental Mitigation, and all Public Meetings

4) Sample of the Environmental Justice Letter

5) Attendance Sheet from Plan DRAFT Public Meeting (Hard Copy Only)

6) Written Comments from Plan DRAFT Meeting (Hard Copy Only)

7) Sign In Sheets/Comments from Community Forum Meetings (Hard Copy Only)

January 16, 2006

Hon. Steve Jazwiec
Mayor, City of Rockford
7 S. Monroe St. Rockford, MI 49341

Dear Mayor Jazwiec:

The Grand Valley Metro Council (GVMC), as the Metropolitan Planning Organization (MPO) for the Grand Rapids Metro area, is starting the process of developing its 2035 Long Range Transportation Plan. Federal regulations provide that the MPO update their Long Range Transportation Plan every three years. Our previous plan was approved by the Federal Highway Administration in June of 2004. Similar meetings were held three years ago and the process we used then generated positive feedback from many of the MPO members. The process will consist of the following steps:

First, staff from GVMC will be meeting with every MPO member to discuss the long-range transportation priorities of each member and to gather data for the transportation model. Second, this Plan will be developed in conjunction with the two other transportation agencies that have regional jurisdiction of facilities in the area, the Interurban Transit Partnership (ITP), and the Michigan Department of Transportation (MDOT). The three agencies have cooperatively constructed a comprehensive Public Involvement Process that will ensure widespread opportunity for input. Third, Land Use Planning Staff from GVMC will be attending the meetings as well. They are in the process of collecting data for their sub-regional planning efforts and will be assisting in the compilation of the socio-economic data for the Plan. Both the GVMC Transportation and Land Use departments are using this opportunity to discuss future land use and development issues you may be facing and how those issues will impact the region.

The first phase of this effort is setting up a meeting with each MPO member agency and key representatives from that agency. Staff from GVMC, ITP, and MDOT will be on hand to facilitate a discussion of transportation, transit, land use, and development issues that affect you. It is hoped that at a minimum, the following individuals from the City could be invited to this meeting: Mayor, City Manager, Planning Commission Chairperson, ITP Board Members, City Planning Staff, GVMC Technical/Policy Committee members. We would leave it at your discretion to invite additional elected/appointed officials or staff that you deem necessary to be in attendance. A staff member from GVMC will be in contact with you in the coming weeks to work with you on scheduling this meeting.

GVMC staff is looking for your comments and input on the MPO process and hope to discuss the transportation priorities for your area. GVMC staff is also looking for information on employment and population for each of the traffic analysis zones (TAZs) in your jurisdiction. A map of TAZ boundaries and numbers will be provided in a future mailing, it is hoped that the appropriate staff from your jurisdiction will be able to discuss how your future plans will impact each TAZ in your community by the Year 2035. ITP staff is also looking for answers to specific questions as a part of this process; there is a page of questions from them provided as an attachment for your review. If you have any questions about this process, feel free to contact Chris Dingman, GVMC at 776-7669 or Conrad Venema, ITP at 456-7514.

Sincerely,

Abed Itani	Peter Varga	Roger Safford
Director of Transportation Planning	Executive Director/CEO	Grand Region Engineer
GVMC	ITP-The Rapid	MDOT

C: Michael Young, Rockford City Manager

List of recipients for Environmental or Consultation Mailings

Organization	Address	City, State Zip
Advance Transportation Co.	3101 Ken-O-Sha industrial Court	Grand Rapids, MI 49508
Air Ambulance By Life EMS	1275 Cedar Street NE	Grand Rapids, MI 49503
Alger Heights Neighborhood Assn.	P.O. Box 7809	Grand Rapids, MI 49510
Alvan Motor Freight Inc.	3890 Eastern Ave. SE	Grand Rapids, MI 49508
Area Agency on Aging	1279 Cedar NE	Grand Rapids, MI 49503
Association For Retarded Citizens	1331 Lake SE	Grand Rapids, MI 49503
Baxter Community Center	935 Baxter S.E.	Grand Rapids, MI 49506
Baxter Neighborhood Association	722 Eastern Ave SE	Grand Rapids, MI 49507
Bethany Christian Services	901 Eastern NE	Grand Rapids, MI 49503
Black Hills Citizens for a Better Community	939 Kensington Ave SW	Grand Rapids, MI 49503
Blanford Nature Center	1715 Hillburn NW	Grand Rapids, MI 49504
Calvin College	3201 Burton Street SE	Grand Rapids, MI 49546
Catholic Social Services	40 Jefferson Ave., SE	Grand Rapids, MI 49503-4304
Center for Independent Living/Disability Advocates	3600 Camelot SE	Grand Rapids, MI 49546
Cherry Hill Historic District	211 Henry SE	Grand Rapids, MI 49503
Citizens League	2021 44th Street SE	Grand Rapids, MI 49508
Coalition for the Preservation of the Grand River	4642 Abrigader Trail NE	Comstock Park, MI 49321
Cornerstone & Baptist Seminary	1001 East Beltline NE	Grand Rapids, MI 49525
Creston Neighborhood Association	205 Carrier St. NE	Grand Rapids, MI 49505
Davenport University	415 East Fulton	Grand Rapids, MI 49503
Dwelling Place of Grand Rapids	101 Sheldon Blvd. SE, Ste. 2	Grand Rapids, MI 49503
East Hills Council of Neighbors	131 Eastern SE	Grand Rapids, MI 49503
Eastown Neighborhood Assn.	415 Ethel SE	East Grand Rapids, MI 49506
Envrionmental Protection Agency - Region 5	77 West Jackson Blvd.	Chicago, IL 60604
Fair Housing Center of Greater Grand Rapids	1514 Wealthy SE Suite 226	Grand Rapids, MI 49506
Fish and Wildlife Service	2651 Coolidge Rd.	East Lansing, MI 48823
Fulton Heights Neighborhood Association	221 Baynton Ave NE	Grand Rapids, MI 49503
G.R. Ford International Airport	5500 - 44th St. SE	Grand Rapids, MI 49512
Gainey Transportation Services	5976 Clay Ave. SW	Grand Rapids, MI 49548
Garfield Park Association	334 Burton SE	East Grand Rapids, MI 49507
Gerontology Network Servce	516 Cherry St. SE	Grand Rapids, MI 49508
Grand Rapids Area Chamber of Commerce	111 Pearl St. NW	Grand Rapids, MI 49503
Grand Rapids Audubon Club	2021 Valentine NE	Grand Rapids, MI 49503
Grand Rapids Community College	143 Bostwick NE	Grand Rapids, MI 49503
Grand Rapids Community Foundation	161 Ottawa Ave. NW, 209 C	Grand Rapids, MI 49503
Grand Rapids Downtown Development Authority	300 Monroe Ave NW	Grand Rapids, MI 49503
Grand Rapids Public Schools	1331 Franklin SE	Grand Rapids, MI 49506
Grand Rapids Urban League	745 Eastern SE	Grand Rapids, MI 49503
Grand Rapids Visitors & Convention Bureau	171 Monroe Ave NW, Suite 700	Grand Raids, MI 49503
Grand Valley State University	1 Campus Drive	Allendale, MI 49401
Grand Valley State University	401 W Fulton St. #202C	Allendale, MI 49401

Grand Valley State University	740 West Shoreline Drive	Muskegon, MI 49441
Habitat for Humanity	539 New SW	Grand Rapids, MI 49503
Heartside/Downtown Neighborhood Association	54 South Division Ave.	Grand Rapids, MI 49503
Heritage Hill Association	126 College SE	Grand Rapids, MI 49503
Highland Park Association	725 Eastern NE	Grand Rapids, MI 49503
Hispanic Center of W. Michigan	730 Grandville SW	Grand Rapids, MI
Historic Preservation	227 College SE	Grand Rapids, MI 49503
Hope Network	PO Box 890	Grand Rapids, MI 49518
Hospice of Grand Rapids	1260 Eckhart NE	Grand Rapids, MI
ITT Technical Institute	4020 Sparks Drive SE	Grand Rapids, MI 49546
John Ball Park Community Association	71 Richards NW	Grand Rapids, MI 49504
John Ball Zoo	1300 W. Fulton	Grand Rapids, MI 49504
Kendall College of Art/Design	111 N. Division Ave.	Grand Rapids, MI 49503
Kent Conservation District	3260 Eagle Park Dr.	Grand Rapids, MI 49525-4569
Kent County Drain Commission	1500 Schribner NW	Grand Rapids, MI 49504
Kent County Farm Service Agency	3260 Eagle Park Dr. NE Ste. 101	Grand Rapids, MI 49525-4569
Kent County Parks Department	1700 Butterworth SW	Grand Rapids, MI 49534-7065
Kent County Public Works	1500 Scribner NW	Grand Rapids, MI 49503
Kent Intermediate School District	2930 Knapp NE	Grand Rapids, MI 49525
Kent Michigan State University Extension	775 Ball Ave NE	Grand Rapids, MI 49503
Kentwood pines N.A.	4637 Potter Ave SE	Kentwood, MI 49508
Land Conservancy of West Michigan	1345 Monroe Ave. NW, Ste. 324	Grand Rapids, MI 49505
Lesbian & Gay Community Network	343 Atlas Ave SE	Grand Rapids, MI 49506-1701
Mackinac Chapter - Sierra Club	109 East Grand River	Lansing, MI 48906
MARP	3903 Navaho SW	Grandville, MI 49418
Mary Free Bed Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49503-5299
Meadowlawn N.A.	4838 Aleda SE	Kentwood, MI 49508
Mercy Ambulance Service	517 S. Division	Grand Rapids, MI 49503
Metropolitan Hospital	1919 Boston Street SE	Grand Rapids, MI 49501
MI Assn. For the Blind & Visually Impaired	215 Sheldon SE	Grand Rapids, MI 49503
MI United Conservation Club	3747 Hordyk NE	Grand Rapids, MI 49505
Michigan Dept. of Agriculture	P.O. Box 30017	Lansing, MI 48909
Michigan Dept. of Community Health	201 Townsend St.	Lansing, MI 48913
Michigan Dept. of Environmental Quality	4460 44th St., Suite E	Kentwood, MI 49512
Michigan Dept. of Natural Resources	Mason Building, Sixth Floor, P.O. Box 30028	Lansing, MI 48909
Michigan Economic Development Corporation	300 North Washington Square	Lansing, MI 48913
Michigan Historical Center	P.O. Box 30740	Lansing, MI 48909-8240
Midtown Neighborhood Association	935 Fulton St. East	Grand Rapids, MI 49503
Millbrook Neighborhood Assn.	1720 Weymouth SE	Grand Rapids, MI 49508
NAACP	640 Eastern SE	Grand Rapids, MI 49503
Neighborhood Associations Overview Map Information	1239 Fuller Ave SE	Grand Rapids, MI 49506
Neighbors of Belknap Lookout	P.O. Box 3138	Grand Rapids, MI 49501

North County Trails-West Chapter	10822 26th Ave.	Grand Rapids, MI 49504
North East Citizens Action Assn.	1850 Forland NE	Grand Rapids, MI 49505
North End Neighborhood Assn.	2656 Fuller NE	Grand Rapids, MI 49505
North Park Neighborhood Assn.	526 North Park NE	Grand Rapids, MI 49505
Oakdale Neighbors Information	1260 Kalamazoo SE	Grand Rapids, MI 49507
Ottawa County Parks & Recreation	12220 Fillmore St. Rm 331	West Olive, MI 49460
Ottawa Hills Neighborhood Assn.	1506 Fisk Road SE	Grand Rapids, MI 49506
Pine Rest Christian Hospital	300 68th Street SE	Grand Rapids, MI 49501
Retired Senior Volunteers	44 Ionia SW, Ste. 1	Grand Rapids, MI 49503
Ridgemoor Neighborhood Association	2210 Ridgewood Ave. SE	Grand Rapids, MI 49546
Roadway Express	1400 Federal St. SW	Wyoming, MI 49509
Roosevelt Park Neighborhood Assn.	1251 Grandville SW	Grand Rapids, MI 49503
Saint Mary's Hospital	200 Jefferson Avenue SE	Grand Rapids, MI 49503
Senior Neighbors	820 Monroe Ave., NW	Grand Rapids, MI 49503
South East Community Association	1408 Madison SE	Grand Rapids, MI 49507
South Hill Neighborhood Association	716 College Ave. SE	Grand Rapids, MI 49503
South West Neighborhood Assn.	705 West Fulton	Grand Rapids, MI 49504
Southeast End Neighborhood Association	900 Fuller SE	Grand Rapids, MI 49506
Spectrum Health	100 Michigan NE	Grand Rapids, MI 49503
Take Pride! Community	1014 Franklin St. SE	Grand Rapids, MI 49507
The Rapid Wheelmen	PO Box 1008	Grand Rapids, MI 49501
The Right Place Inc.	161 Ottawa Ave. NW, Suite 400	Grand Rapids, MI 49503-2701
Thornapple River Watershed Council	P.O. Box 341	Caledonia, MI 49316
Thornapple Trail Assn.	PO Box 393	Middleville, MI 49333
United Parcel Service	2960 Lucerne SE	Grand Rapids, MI 49546
USDA - Michigan State Office	3001 Coolidge Rd.	East Lansing, MI 48823-6349
USGS - Lansing District Office	6520 Mercantile Way Suite	Lansing, MI 48911
West Grand Neighborhood Assn.	625 Broadway Ave NW	Grand Rapids, MI 49504
West MI Environmental Action Council	1514 Wealthy, Ste. 280	Grand Rapids, MI 49506
West MI Environmental Action Council	2612 Hamphsire Blvd. SE	E. Grand Rapids, MI 49506
West Side Connection	PO Box 140412	Grand Rapids, MI 49514
Western Michigan University - Grand Rapids	200 Ionia Ave. SW	Grand Rapids, MI 49503
Wyoming - Kentwood Chamber Of Commerce	590 32nd Street SE	Wyoming, MI 49548
Wyoming Senior Citizens	2380 Dehoop SW	Wyoming, MI 49509
YMCA/YWCA	33 Library NE	Grand Rapids, MI 49503

The comments received from the Long Range Transportation Plan process including through the consultation process, the environmental justice process, and the public participation process are listed on the following pages.

3/20/07

Comments on the 2035 L.R.T.P.

The 2035 L.R.T.P. in its present configuration has some major weaknesses. It is heavily slanted toward the automobile mode. Great importance is attached to business as usual. Travel demand models are used to anticipate driver's needs, and no expense is spared to ensure that single occupancy vehicles will encounter no congestion.

Alternative modes are offered the usual benign neglect. No relief for the people who have to negotiate goat paths in wheelchairs, or who ride bikes on hazardous roads. No travel demand models for the twenty percent of the population with no access to cars.

Clean air money will continue to be spent on left turn storage, freeway ramps, and merge and weave lanes. Walkable (livable) communities will continue to be a pipe dream. There is very little land use planning in the M.P.O., so green space continues to disappear and transportation improvement program tie all the developments together.

No heed is paid to the impending fuel supply crunch or the deleterious effects of ever increasing discharges of CO_2 into the atmosphere.

Many M.P.O.s have discovered the futility of trying to build their way out of congestion. Our M.P.O. has not.

Thirty years from now the world will have changed a great deal, but our transportation planning system will still have its eggs in the automobile basket.

Moran Severson

Zaagman Memorial Chapel, Inc.
ESTABLISHED 1890

February 20, 2007

Grand Valley Metro Council
40 Pearl St. NW, Suite 410
Grand Rapids, MI 49503

To whom it may concern,

As to the proposed addition of a center turn lane on Burton from Breton to M—37, we think it is a good idea. However, we do have a concern regarding business interruption. As a funeral home, we must have access to our property for the general public. We hope that the project would allow for traffic continuation while under construction. To be cut off from access would be devastating for our business and traumatic for the clients that wish to use our services or have prepaid for those services.

Thank you for your attention to this matter.

Sincerely,

Robert K. Zaagman
President

2800 Burton St., S.E.
Grand Rapids, MI. 49546-5102
TEL. (616) 940-3022

ROBERT K. ZAAGMAN-MANAGER

Carl Butenas
2560 52nd ST SW
Wyoming, MI 49519

March 1, 2007

Dear Council:

My wife and I are against any proposal to widen 52nd Street in order to add a center turn land. The project would draw more traffic to the area and increase congestion. It would also make it more difficult and less safe for pedestrians and bicyclists to cross the street. Finally, we do not want to be assessed for additional street improvements.

There is no need for it. The Gezon Parkway and M-6 draw off the bulk of the crosstown traffic. Although the GVMC should be commended for visionary thinking, this project is unwanted and unwarranted. However, I would like to thank you for the advance notice and the opportunity to respond.

Sincerely,

Carl Butenas

Carl Butenas

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:

February 23, 2007

Mr. Christopher M. Dingman
Grand Valley Metro Council
40 Pearl Street NW, Suite 410
Grand Rapids, Michigan 49503

Re: Consultation for 2035 Long Range Transportation Plan Proposed Projects

Dear Mr. Dingman:

Thank you for your January 25, 2007, letter for the above referenced project, pursuant to section 6001 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). We have reviewed the information you provided and offer the following comments.

The Grand Valley Metro Council is the Metropolitan Planning Organization for Kent County and southeastern Ottawa County. The information provided below pertains to this geographic area.

Endangered Species

Our records indicate the Indiana bat (*Myotis sodalis*), a federally listed endangered species, may inhabit suitable habitat, although we do not have a known occurrence of this species in the study area. The summer range of Indiana bats in Michigan includes the southern half and most of the western coastal counties of the Lower Peninsula. Suitable Indiana bat habitat consists of a variety of forested landscapes in riparian, bottomland, and upland areas and provides roosting trees with crevices or exfoliating bark. We have enclosed additional information about the distribution, life history, and habitat requirements of the Indiana bat.

The Karner blue butterfly (*Lycaeides melissa samuelis*), a federally listed endangered species, occurs in the northern half of Kent County. The Karner blue butterfly is found in open habitats with grasses and forbs and a broken or scattered tree canopy. Lupine (*Lupinus perennis*) is the sole larval food source and a critical component of Karner blue habitat.

An active bald eagle (*Haliaeetus leucocephalus*) nest site occurs on the north side of Grand River in Ottawa County, approximately 1.35 miles northeast of the intersection of Fillmore Street and Cottonwood Drive. The bald eagle is federally listed as threatened. The Northern States Bald Eagle Recovery Plan outlines three zones around eagle nests in which activities should be limited. The primary zone extends to a 330-foot radius around the nest trees; the secondary zone extends from 330 to 660 feet around the nest; and the tertiary zone reaches from 660 feet to 1,320 feet (0.25 mile). Depending on topography and vegetative cover, the tertiary zone may go out to 2,640 feet (0.5 mile) from the nest if the adult bald eagles would have a clear line of sight of the activities.

A documented occurrence of the eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*), a federal candidate species, exists for the northeastern portion of Kent County, but we expect this species may occur elsewhere in the study area in suitable habitat. The eastern massasauga is typically associated with shallow wetland systems, such as wet meadows and fens, but also requires adjacent upland habitat. The rattlesnake prefers an open canopy and a sedge or grass ground cover. Appropriate management for the massasauga involves maintaining prairie, bog, woodland and peat ecosystems in a natural state. Although the Endangered Species Act of 1973, as amended (Act) does not extend protection to candidate species, we encourage their consideration in environmental planning. Avoidance of unnecessary impacts to candidate species will reduce the likelihood that they will require protection of the Act in the future.

Section 7 of the Act 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. Please see Enclosure A for a discussion of the responsibilities of federal agencies under the Act and the conditions that require preparation of a biological assessment by the lead federal agency or its designee. Because endangered species data changes continuously, we recommend you contact this office for an updated species list if more than six months pass prior to commencement of any of the projects currently being considered.

The Indiana bat, Karner blue butterfly, bald eagle, and eastern massasauga also receive protection by the Michigan Department of Natural Resources (MDNR). We recommend you contact Ms. Lori Sargent at <sargenl2@michigan.gov> for information regarding the occurrence of state-listed species in the study area and the protection of listed species under State law.

Wetlands

Wetlands and open water systems occur throughout the study area. For more information on the location of wetlands, please visit the National Wetland Inventory (NWI) wetland map website (National Map Viewer) at http://nmviewogc.cr.usgs.gov/viewer.htm. Pursuant to the Natural Resources and Environmental Protection Act and the federal Clean Water Act, the State of Michigan regulates certain activities in wetlands. Development that would impact wetlands may require a permit for which this office may have review authority under the Fish and Wildlife Coordination Act. In the review of these permit applications, we may concur (with or without stipulations) or object to

permit issuance depending whether the proposed work may impact public trust fish and wildlife resources. We recommend you contact the Michigan Department of Environmental Quality (MDEQ), Land and Water Management Division, at (616) 356-0500 for information concerning the need for permits under State law.

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,

Craig A. Czarnecki
Field Supervisor

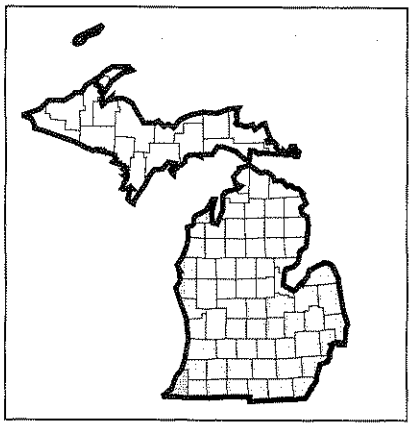
Enclosures (2)

cc: MDNR, Wildlife Division, Lansing, MI (Attn: Lori Sargent)
USEPA, Region 5, B-19J, Chicago, IL (Attn: Sherry Kamke)

S:\ADMINISTRATION\ARCHIVES\2007\Feb 07\Early coordination_GVMC 2035 plan.blh.doc

Indiana Bat Life History

Since listing as endangered in 1967, the range-wide Indiana bat population has declined by nearly 60%. Several factors have contributed to its decline including the loss and degradation of suitable hibernacula, human disturbance during hibernation, pesticides, fragmentation of forest habitat, and loss and degradation of forested habitat, particularly stands of large, mature trees.



Indiana bat range in shaded areas.

In Michigan, summering Indiana bats roost in trees in riparian, bottomland, and upland forests from approximately April 15 to September 15. Indiana bats may summer in a wide range of habitats, from highly altered landscapes to intact forests. Roost trees are typically found in patches of forests of varying size and shape but have also been found in pastures, hog lots, fence rows, and residential yards.

Male Indiana bats are dispersed throughout the range in the summer, roosting individually or in small groups, but may favor areas near hibernaculum. In contrast, reproductive females form larger groups, referred to as maternity colonies. Female Indiana bats exhibit strong site fidelity to summer roosting and foraging areas, tending to return to the same summer range annually to bear their young. These traditional summer sites are essential to the reproductive success and persistence of local populations.

Indiana bats are known to use a wide variety of tree species for roosting, but structure (i.e., crevices or exfoliating bark) is probably most important in determining if a tree is a suitable roost site. Roost trees generally are dead, dying or live trees (e.g., shagbark hickory and oaks) with peeling or exfoliating bark which allows the bat to roost between the bark and bole of the tree, but Indiana bats will also use narrow cracks, split tree trunks and/or branches as roosting sites. Southern Michigan maternity roost trees are typically in open areas exposed to solar radiation. Roost trees vary considerably in size, but those used by Indiana bat maternity colonies usually are large relative to other trees nearby, typically greater than 9 inches dbh. Male Indiana bats have been observed roosting in trees as small as 3 inches dbh.

Maternity roosts of the Indiana bat can be described as "primary" or "alternate," based upon the proportion of bats in a colony consistently occupying the roost site. Maternity colonies typically use 10–20 different trees each year, but only 1–3 of these are primary roosts used by the majority of bats for some or all of the summer. It is not known how many alternate roosts must be available to assure retention of a colony within a particular area, but large, nearby forest tracts appear important. Although the Indiana bat appears to be adaptable to changes in its roosting habitat, it is essential that a variety of suitable roosting trees exist within a colony's summer area to assure the persistence of the colony.

FEDERAL AGENCY RESPONSIBILITIES UNDER SECTION 7(a)(2) OF THE ENDANGERED SPECIES ACT

Section 7 of the Endangered Species Act of 1973, as amended (Act) directs Federal agencies in their responsibilities to listed species and critical habitat. Section 7(a)(2) of the Act directs all Federal agencies to consult with the FWS to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of listed species or critical habitat. This process is referred to as "section 7 consultation."

Section 7 consultation is typically initiated by a Federal action agency (action agency) by requesting a list of proposed and listed species and critical habitat that may be present in the action area. Based on this list, the action agency must provide the FWS with an analysis and determination of the effects of proposed actions that *may affect* listed species or critical habitat. Actions that are *not likely to adversely affect* listed species and critical habitat require informal section 7 consultation, while actions that are *likely to adversely affect* listed species and critical habitat require formal section 7 consultation. All decisions made under section 7 require the FWS and action agencies to employ the best available scientific and commercial data in their analysis.

The action agency or its designee must assess the potential effects on listed species and critical habitat. The assessment is called a Biological Assessment (BA). By regulation, a BA is prepared for "major construction activities" as defined under the National Environmental Policy Act (NEPA). Although a BA is technically not required for "non-major" construction activities, the action agency must still supply the FWS with an analysis and determination of effects for all Federal actions that *may affect* listed species or critical habitat. The FWS uses the BA, along with any other available information, to decide if concurrence with the determination of effects as made by the action agency is warranted. The BA should be completed within 180 days after initiation of consultation. If work on the BA has not been initiated within 90 days of receipt of the species list, you should verify the accuracy of the species list with the FWS.

To complete the BA, the action agency or its designee should, at a minimum:

1. determine whether suitable habitat exists if the species is likely to be present, which may include an onsite inspection of the area to be affected by the proposal (should be documented in BA);
2. review literature and scientific data to determine species distribution, habitat needs, and other biological requirements;
3. consult experts including those within the FWS, state conservation departments, universities, and others who may have information not yet published in scientific literature;
4. review and analyze the effects of the proposal on the species in terms of individuals and populations present in the action area;
5. analyze alternative actions that may provide conservation measures;
6. make a determination of effects as directed by section 7 of the Act; and
7. prepare a report (the BA) documenting the analysis, including a discussion of study methods used, any problems encountered, and other relevant information.

Note that section 7(d) of the Act states action agencies shall not make any irreversible or irretrievable commitment of resources during the consultation process which would result in violation of the requirements under section 7(a)(2). Planning, design, and administrative actions may be taken; however, no irrevocable actions (e.g., construction) may begin.

We strongly encourage coordination with the FWS early and often in the consultation process. Not only will this save time by minimizing re-drafts of BAs, but we may also have the opportunity to work with the action agency in the development of a project that avoids or eliminates adverse effects before final decisions are made.

Example Outline of a Biological Assessment

A. Cover letter- Includes the purpose of the consultation, project title, and consultation number (if available). Indicate the listed species and critical habitat involved and the determination made for each (see below).

B. Action Area description- The action area is defined as the extent of the direct and indirect effects of the project. Describe all areas that may be impacted considering that, in some cases, the action area may not be contiguous or may reach beyond the immediate project footprint.

C. Project description- Describe the proposed action. Be detailed, specific, and quantify whenever possible. Describe any conservation measures included in the proposed action to minimize effects on listed species.

D. Species Analyses-

1. Affected environment (quantify whenever possible)
2. Species biology (this should constitute a relatively small portion of the document)
3. Current status of the species in the action area (include the effects of any past or ongoing actions)
4. Critical habitat (if applicable)
5. Effects of the proposed action on each species and critical habitat including direct and indirect, and effects of interrelated and interdependent actions.

E. Cumulative Effects- Includes the effects of all future state or private activities, not involving Federal activities, which are reasonably certain to occur within the action area (for projects with adverse effects only).

F. Summary/Conclusion and a Determination of Effects- (select one for each species/critical habitat):

i. No effect- appropriate when there are absolutely no effects of the project, positive or negative, on listed resources. "No effect" does not include small effects or effects that are unlikely to occur. If effects are beneficial, insignificant (in size), or discountable (extremely unlikely), a "may affect, not likely to adversely affect" determination is appropriate (see below). A "no effect" determination does not require written concurrence from the FWS; however, the action agency should document and support the determination.

ii. May affect-

   a. Not likely to adversely affect- appropriate when all effects are beneficial, insignificant, or discountable. Beneficial effects have contemporaneous positive effects without any adverse effects to the species or habitat. *Insignificant effects* are small in size, and should not reach the scale where take occurs. *Discountable effects* are extremely unlikely to occur. Based on best judgment, a person would not: 1) be able to meaningfully measure, detect, or evaluate insignificant effects or 2) expect discountable effects to occur. This determination requires informal written concurrence from the FWS.

   b. Likely to adversely affect- appropriate when adverse effects cannot be avoided. A combination of beneficial and adverse effects is still "likely to adversely affect," even if the net effect is neutral or positive. Adverse effects do not qualify as discountable simply because they are not certain to occur. The probability of occurrence must be extremely small to achieve discountability. Likewise, adverse effects do not meet the definition of insignificant because they are less than major. If an adverse effect can be detected in any way or if it can be meaningfully articulated in a discussion of the results, then it is not insignificant. This determination requires a request for formal consultation with the FWS.

G. References

H. List of Contacts Made

I. Maps/Photographs/Figures

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

MITCH IRWIN
DIRECTOR

February 12, 2007

Mr. Christopher M. Dingman
Senior Transportation Planner
Grand Valley Metro Council
40 Pearl St. NW, Suite 410
Grand Rapids, MI 49503

Re: Grand Valley Metro Council LRTP

Dear Mr. Dingman:

I received your request for input on the Grand Valley Metro Council 2035 Long Range Transportation Plan list of proposed projects. I have reviewed the list with Michigan Department of Agriculture (MDA) staff. Our primary concern, as it relates to any of the proposed projects would be the potential impacts these projects could have on properties enrolled under Part 361 of NREPA (formerly PA 116, the Farmland and Open Space Preservation Act) and on established intra-county and inter-county drains.

It is assumed that those projects identified as "preservation" or "widening" will be completed within already existing right-of-ways and would not impact Part 361 properties. If, however, any of these projects will impact lands outside of the established right-of-way, MDA will want to review the project specific plan to determine if there might be any Part 361 impact.

It is likely that some of these projects may impact intra-county or inter-county drains, either directly through construction, or indirectly due to increased volume of storm water delivered to these systems. Until more detailed plans are presented, we can not anticipate specific impacts to these facilities. I encourage you to work closely with the offices of the Kent and Ottawa County Drain Commissioners during your planning process and to coordinate your work with anticipated drain maintenance and improvement.

Otherwise, staff does not anticipate additional social, economic and/or environmental impacts from the proposed projects as they relate to agriculture and the various functions of the Department.

We appreciate being included as part of the SAFETEA-LU process. Please feel free to contact Abigail Eaton, Resource Specialist at 517/241-3933 if you have additional questions.

Sincerely,

Mitch Irwin
Director

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NRCS

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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

February 21, 2007

Mr. Christopher M. Dingman
Senior Transportation Planner
Grand Valley Metro Council
40 Pearl Street NW. Suite 410
Grand Rapids, Michigan 49503-3027

RE: Grand Valley Metro Council 2035 Long Range Transportation Plan Proposed Projects, Ottawa and Kent Counties, Michigan

Dear Mr. Dingman:

NRCS has studied the 2035 Long Range Transportation Plan proposed projects with respect to the effects that they may have on the prime agricultural land resource. Most of the projects are located in areas where conversion of the land to non-agricultural uses has already occurred. Of the few road widening projects that are located in a rural setting, the ones listed below are of a concern if construction will occur outside of the road right-of-way and the amount of conversion of prime agricultural land will exceed one acre in size. The list below is devised regardless of the proposed year of implementation.

Roadway	From	To	Township
Northland Dr.	14 Mile Rd.	16 Mile Rd.	Courtland (Kent County)
Northland Dr.	Intersection of Northland Dr. and 16 Mile Rd.	1320 feet north on east side of road	Nelson (Kent County)
Fruit Ridge Ave.	1320 feet north of intersection at Stage Ave.	6 Mile Rd. (east side of road only)	Alpine (Kent County)
Fruit Ridge Ave.	6 Mile Rd.	North to end of project area past 7 Mile Rd.	Alpine (Kent County)
4 Mile Rd. (south side of road)	Walker Ave.	Baumhoff Ave.	Alpine(Kent County)
4 Mile Rd. (north side of road)	Baumhoff Ave.	Bristol Ave.	Alpine (Kent County)
48th Ave.	Fillmore St.	Lake Michigan Dr.	Allendale (Ottawa Co.)
48th Ave.	Bauer Rd.	Fillmore St.	Georgetown (Ottawa Co.)

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

In cases where conversion will exceed one acre per project, a farmland conversion impact rating should be completed for these corridor type projects and submitted to one of the respective NRCS offices listed below.

For Kent County the local NRCS office contact is:

Mr. Steve Utic
District Conservationist
NRCS
3260 Eagle Park Dr., Suite 103
Grand Rapids, Michigan 49525

Telephone: 616-942-4111 x 3

For Ottawa County the local contact is:

Mr. Scott Kenreich
District Conservationist
NRCS
16731 Ferris St.
Grand Haven, Michigan 49417

Telephone: 616-842-5869 x 3

Thank you for this opportunity to comment on this long range plan.

Sincerely,

JOHN A. BRICKER
State Conservationist

cc:
Carla Gregory, Area Conservationist, NRCS, Grand Rapids, MI
Steve Utic, District Conservationist, NRCS, Grand Rapids, MI
Scott Kenreich, District Conservationist, NRCS, Grand Haven, MI

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 0 8 2007

REPLY TO THE ATTENTION OF:

Mr. Christopher M. Dingman
Senior Transportation Planner
Grand Valley Metro Council
40 Pearl Street N.W., Suite 410
Grand Rapids, Michigan 49503

Re: Consultation for the Grand Valley Metro Council's (GVMC) 2035 Long Range Transportation Plan

Dear Mr. Dingman:

Thank you for your January 25, 2007 letter regarding the 2035 Long Range Transportation Plan that Grand Valley Metro Council (GVMC) is developing. You requested that U.S. EPA review the maps and documents that you provided and respond with any comments or concerns that we have. We understand your request to be part of the consultation provisions of Section 6001 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

We have obtained some information about Section 6001 of SAFETEA-LU from Federal Highway Administration (FHWA) – Michigan Division, which is enclosed. We believe this document provides good advice about what is expected of the consultation process. The way we are reading the guidance the following things are expected of the resource agencies:

Consultation on plans, maps and inventories - The primary idea is to compare and exchange information to identify conflicts and to ensure compatibility; and
Consultation regarding potential environmental mitigation activities and areas for them – The primary idea here is to discuss at a planning level what projects are contemplated, environmental resources that are in those project areas, potential area-wide impacts associated with plan implementation, and mitigation measures that address those impacts.

We are interested in hearing about the GVMC planning process and existing tools that you use to identify natural resources in your planning area. We see from the materials that you have sent to us that you have tools that allow you to map resources such as wetlands, water features, woodlands, parks, nonmotorized facilities, flood zones, and cemeteries. We have conducted a preliminary review of your planning area and think that information on several aspects of the environment would be important to consider as you finalize the 2035 plan and you implement individual projects. The types of projects that are most likely to have significant environmental impacts are projects that are on new alignment, roadways that involve new river crossings, and other capacity increasing

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projects that will require the acquisition of right-of-way. We note that your draft project list includes several of these projects, with many projects requiring reconstruction and widening. Some key environmental aspects that you should be aware of include wetlands, floodplains, impaired streams and other waterbodies, environmental justice, hazardous waste sites, endangered species, and air quality. We note that several projects could impact wetlands and other significant water bodies, and streams. For example, the map depicting wetlands impacted by 2035 projects shows likely wetland impacts that could be significant from projects on M-6, I-96, and 10-Mile Road, among other projects.

We would encourage that everything possible be done to avoid and minimize impacting these aquatic resources. In cases where unavoidable impacts are expected to occur, we would recommend searching for compensatory mitigation that could be tied to improvement of water quality of impacted resources or similar resources in the same watershed. U.S. EPA looks at mitigation sites that are linked to improving the impaired status of rivers and streams favorably. We would encourage you to look for these opportunities during your planning.

You can find information on impaired streams and waterbodies, environmental justice, hazardous waste sites, among other things on EPA's Enviromapper Storefront webpage at: http://www.epa.gov/enviro/html/em/index2.html and you can find information regarding wetlands on the national wetland inventory website that the U.S. Geological Survey hosts. We understand that the U.S. Fish & Wildlife Service has already sent you this information.

If you are interested in a web-based mapping application tool that we use for National Environmental Policy Act (NEPA) projects, called NEPAssist, we can provide you with access to it. We are enclosing a short, one-page description for information. We may be able to provide you with information to include as datalayers in your GIS system if you would like.

We believe the information in these databases begins the consultation process on plans, maps and inventories. An important next step is determining how the projects in the 2035 plan would impact these resources. We have reviewed the document entitled "Environmentally Sensitive Resource Mitigation Guidelines for Road and Transit Agencies", dated January 2007. We believe this document provides a good outline of mitigation principles for the GVMC planning area. We believe that implementation of this guideline could be improved by conducting a planning level quantification of resources impacted. This would facilitate a discussion regarding the type and order of magnitude of necessary compensatory mitigation that should occur in the watershed to offset impacts. We would be willing to assist you in your work on this as our resources permit. We believe that our ability to assist on this task depends on the resources and tools that you currently have in place.

We have compiled some additional guidance material or contacts here at EPA that may be helpful to you as you go forward with the delivery of your program.

Smart Growth - Information regarding the range of development and conservation strategies that help to protect the natural environment and make our communities more attractive, economically stronger, and more socially diverse can be found at the page: http://www.epa.gov/dced/index.htm

Use of Recycled Materials/Beneficial Reuse – Information regarding the use of compost-based materials for stormwater/erosion control is enclosed. I have also included some information regarding the use of recycled industrial materials and their potential use in road construction. You may also want to contact Susan Mooney at 312-886-3585 for additional information.

Diesel Reduction Strategies – Information regarding strategies for reducing diesel emissions from construction equipment and other sources can be found at: http://www.epa.gov/cleandiesel/

We appreciate this opportunity to provide information to you. We are open to suggestions regarding further coordination. Please direct any comments that you have to Sherry Kamke at 312-353-5794.

Sincerely,

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Science, Ecosystems, and Communities

Enclosures (4)

Cc: Marsha Small, MDOT

Addressing Consultation and Environmental Mitigation SAFETEA-LU Requirements in Plan & TIP Updates

Documentation addressing these new requirements can be in a separate chapter or an appendix. Whatever method is chosen, the documentation for each element (Consultation and Environmental Mitigation) must be in **one** place so that it is easy for FHWA and FTA to determine SAFETEA-LU compliance.

Consultation (Plan and TIP)

Goal: Eliminate or minimize conflicts with other agencies' plans that impact transportation.

Compile a list of contacts with State, local, and private agencies, and Indian Tribes responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

The intent of the consultation requirement is to *exchange information* with these agencies, not just provide them a copy of the plan or TIP and ask for comments. The objective is to compare plans, maps and inventories developed by these agencies with the transportation plan and TIP to ensure compatibility.

Documentation should include:

- Who was contacted and how the contact was made
- Responses received
- Results of comparison of plans, programs
- How the information was used, how did it affect the Plan or TIP update

A factor to consider in maintaining a structure for the consultation process would be to have agreement (and documentation) of roles, responsibilities and key decision points.

Environmental Mitigation (Plan only)

Goal: Assure decision makers take into account potential environmental impacts when adopting the transportation plan or plan update and that consideration is given to how such impacts might be mitigated.

Review the types of improvements listed in the Plan for State, local road and transit projects:

- Are all of the projects resurfacing, safety, bus replacements, etc.?
- Will all of the improvements be within the existing ROW?
- No capacity projects?
- Project(s) will not alter traffic patterns?

If this is the case, then documentation should indicate that all proposed improvements are within the existing ROW and will not add capacity or alter traffic patterns, followed by a statement of no significant impacts.

If the plan includes improvements that alter traffic patterns or add capacity regardless of if it is within the existing ROW, then a discussion of potential environmental mitigation must be included in the **Plan**. The discussion must address **both the natural and human environment**. Efforts to meet the "Environmental Mitigation" requirements of SAFETEA-LU include the following:

1. Develop a list of resource agencies and contacts (Consultation).

2. Work with these agencies to identify and inventory environmentally sensitive areas, factors **may** include:

    - Land use (including farmland)
    - Water quality
    - Wetlands
    - Floodplains
    - Endangered species
    - Section 4(f)
    - Hazardous waste sites
    - Air quality
    - Noise
    - Historic and archeological sites
    - Secondary and cumulative impacts
    - Property acquisitions and displacements
    - Changes in accessibility (to jobs, recreation, health services, etc.)

3. Assess the impacts areawide of implementing the plan.

4. Work with resource agencies to define potential mitigation measures that may be needed (areawide, not project level).

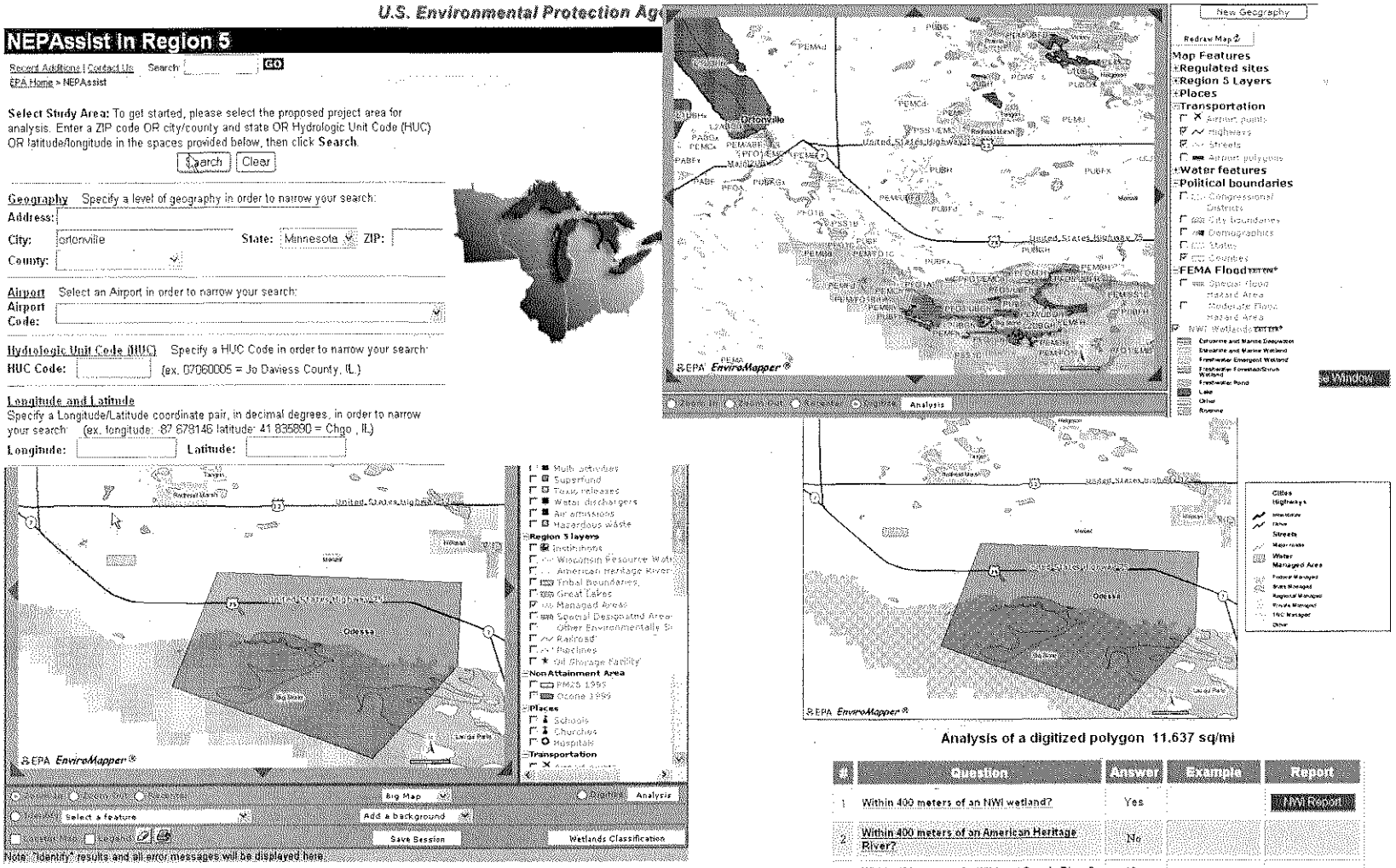
5. Determine if the identified mitigation could be achieved.

6. Adjust transportation plan if necessary to minimize mitigation.

Documentation of this effort would include the location of capacity or regionally significant projects within the MAB, a description of the inventory, resource agencies that were contacted, assessment of any likely impacts resulting from proposed improvements and potential mitigation measures.

NEPAssist

a web based mapping application for environmental review



Contact: Carmen Maso', 312-886-1070
Maso.carmen@epa.gov

Industrial Materials Recycling

Managing Resources for Tomorrow

NEARLY EVERY industrial process, from manufacturing consumer goods, to generating energy, produces many different types of usable materials. These industrial materials can be recycled just like newspapers—both are valuable commodities.

Don't let valuable industrial materials go to waste. Recycle them today!

Why recycle industrial materials?

Recycled industrial materials, such as coal combustion products, foundry sand, and construction and demolition debris, have many of the same properties as the virgin materials they replace. They can even improve the quality of a product. For example, the use of coal fly ash can enhance the strength and durability of concrete. Industrial materials recycling also:

- Preserves our natural resources by decreasing the demand for virgin materials.
- Conserves energy and reduces greenhouse gas emissions by decreasing the demand for products made from energy-intensive manufacturing processes.
- Saves money by decreasing disposal costs for the generator and decreasing the cost of materials for end users.

Industrial materials

Coal Combustion Products

- Fly and Bottom Ash
- Boiler Slag
- Flue Gas Desulfurization Material

Can be recycled in

- Portland cement and concrete
- Flowable and structural fill
- Wallboard

Construction and Demolition Debris

- Concrete
- Gypsum from drywall
- Metals
- Bricks
- Asphalt from roads and roofing shingles
- Wood from buildings

Can be recycled in

- Asphalt paving
- Concrete
- Re-milled lumber
- Wallboard

Foundry Sand

- Spent sand used in metal casting

Can be recycled in

- Road embankments
- Flowable and structural fill
- Base and sub-base for road construction

Industrial materials recycling in action

University of California, Berkeley, California

The University of California-Berkeley used high-volume fly ash concrete in reinforcing the stability of its two buildings, reducing the use of fossil fuels while saving thousands of dollars.
http://greenbuildings.berkeley.edu/pro_wurster.htm

Denver Stapleton Airport, Denver, Colorado

Recycled Materials Company, Inc. recovered and recycled 6.5 million tons of concrete and asphalt hardscape during the demolition of the former Stapleton International Airport.
www.rmci-usa.com

Cleveland Grand Prix, Cleveland, Ohio

Spent sand has been used to make concrete barriers, including barrier production, for the Cleveland Grand Prix auto race.

Build a sustainable future out of today's industrial materials. Visit:

American Coal Ash Association, a nonprofit organization promoting the recycling of coal combustion products:
www.acaa-usa.org

EPA Industrial Materials Recycling Web page:
www.epa.gov/epaoswer/osw/conserve/priorities/bene-use.htm

Construction Materials Recycling Association, a trade association promoting construction and demolition debris recycling:
www.cdrecycling.org

Foundry Industry Recycling Starts Today, a nonprofit consortium promoting the recycling of spent foundry sand:
www.foundryrecycling.org

EPA
United States
Environmental Protection Agency
(5305W)
Washington, DC 20460

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EPA530-D-06-008
November 2006
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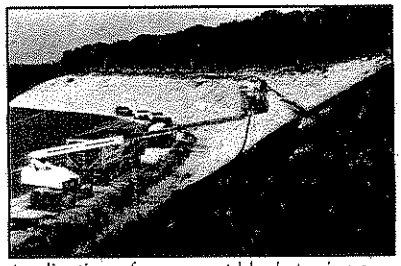
Compost-Based Stormwater BMP Fact Sheets

EPA developed fact sheets for three compost-based BMPs, which are posted on EPA's Stormwater Phase II Menu of BMPs. Brief summaries of each BMP are presented below. The full fact sheets contain the following information for each BMP:

- BMP description
- Applicability
- Siting and design considerations
- Required compost quality
- Limitations
- Maintenance considerations
- Effectiveness
- Cost considerations
- References

Compost Blanket



Application of a compost blanket using a pneumatic blower. *Source:* TCEQ

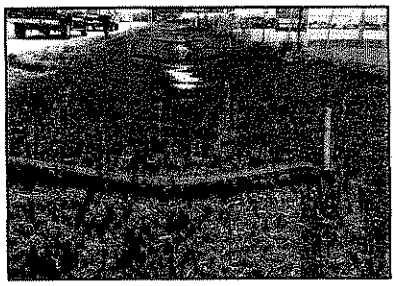
A **compost blanket** is a layer of loosely applied compost that is placed on the soil in disturbed areas to control erosion and retain sediment resulting from sheet flow runoff. It is used in place of sediment and erosion control tools such as mulch, netting, or chemical stabilization.

- Use on any soil surface (e.g., road embankments and construction sites) on slopes between 4:1 and 1:1.
- For steeper slopes (1:1), use compost that is designed for this purpose and install in conjunction with netting or another confinement system.

Compost Filter Sock

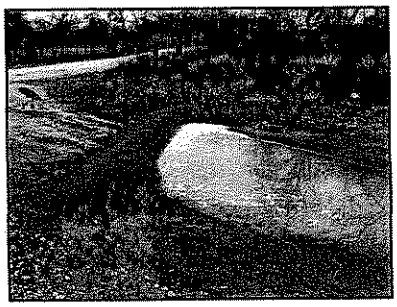
A **compost filter sock** is a mesh tube filled with compost that is placed perpendicular to sheet flow runoff to control erosion and retain sediment in disturbed areas. The filter sock can be used in place of a sediment and erosion control tool such as a silt fence.

- Use along the perimeter of a site or at intervals along a slope to treat sheet flow runoff. In areas of concentrated flow, place sock in an inverted V going up the slope to reduce the velocity of runoff.
- Filter socks can be moved and are especially useful on steep or rocky slopes.
- No trenching is required during installation; therefore, socks can be used on pavement as inlet protection for storm drains.



Installation of filter socks in a road ditch; socks will be staked through the center. *Source: Filtrexx International, LLC*

Compost Filter Berm



Vegetated compost filter berm; note clear water on downstream side of berm. *Source: TCEQ*

A **compost filter berm** is a dike of compost that is placed perpendicular to sheet flow runoff to control erosion in disturbed areas and retain sediment. It can be used in place of a sediment and erosion control tool such as a silt fence. The base of the berm is generally twice the height of the berm.

- Place along the perimeter of a site or at intervals along a slope to capture and treat runoff. Not suitable for areas with concentrated runoff, unless the drainage is small and the flow rate is low.
- No trenching is required for installation; therefore, berms can be installed on frozen or rocky ground.

Compost-Based Stormwater Best Management Practices

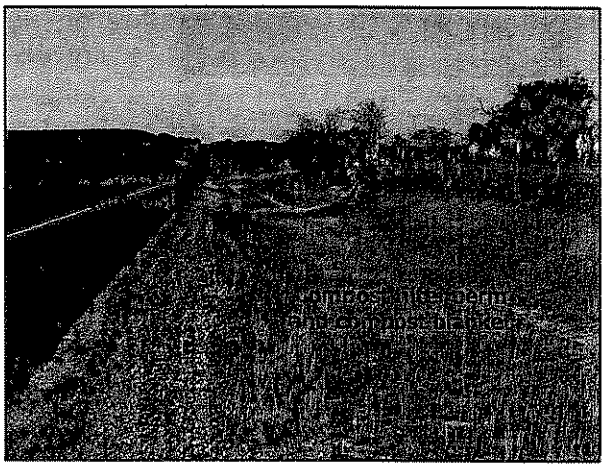
Compost-based stormwater best management practices (BMPs) meld two important EPA initiatives: the Resource Conservation Challenge (RCC) and the National Pollutant Discharge Elimination System (NPDES) stormwater regulations. EPA implemented the RCC to increase waste recycling and reuse in the United States. One key EPA goal that supports the RCC is increasing recycling of municipal solid waste (MSW) to 35 percent by 2008.

Recycling of organic materials, such as green yard waste and food waste, is an important component in reaching this goal. As more commercial composters have entered the market to recycle MSW, EPA recognized the need to develop new markets for compost.

NPDES regulations require that municipal separate storm sewer systems (MS4s) control the quantity and quality of stormwater reaching nearby water bodies. Control of stormwater quality is particularly important at construction sites, where there is often a large disturbed area that can contribute sediment and other contaminants to stormwater.

Compost-based BMPs, such as **compost blankets, compost filter berms,** and **compost filter socks**, provide effective treatment of stormwater when used in construction and post-construction stormwater BMPs.

US HWY 281 (Texas) on 1/30/2001.



US HWY 281 (Texas) one month later (2/28/2001).
Source: Texas Commission on Environmental Quality (TCEQ)

Benefits of Compost-Based BMPS

- Compost retains a large volume of water, thus helping to prevent/reduce erosion, reduce runoff, and establish vegetation.
- Compost improves downstream water quality by retaining pollutants such as heavy metals, nitrogen, phosphorus, oil and grease, fuels, herbicides, and pesticides.
- Nutrients and hydrocarbons adsorbed and/or trapped by compost are decomposed by naturally occurring microorganisms.
- Compost improves soil structure and nutrient content, which reduces the need for chemical fertilizers.
- Compost-based BMPs remove as much or more sediment from stormwater as traditional perimeter controls, such as silt fences, while allowing a larger volume of clear water to pass through.

Brief descriptions of the compost-based BMPs are provided on the back of this page. For more information visit **http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm** to view the fact sheets for these construction BMPs.

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

Date: March 30, 2007

To: Chris Dingman, Senior Planner
Grand Valley Metro Council

From: Sandra M. Cornell-Howe, Transportation Planner
Statewide Planning Division, MDOT

SUBJECT: Comments on the draft 2035 Long Range Transportation Plan

Cindy Durrenberger, FHWA, Dalrois McBurrows, MDOT and I reviewed the draft 2035 Long Range Transportation Plan (LRTP) together and the comments that are below are from both agencies.

Re-order the chapters to reflect the process that was undertaken to develop the 2035 LRTP and increase the public's understanding of how the projects in the plan are determined.

Remove the references to previous transportation bills throughout the document. The current bill, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) is the guiding legislation for this effort.

Remove the references to the Major Investment Study; this requirement is not included in SAFETEA-LU.

Expand and add more information to the chapter on Congestion Management Process. Try to clarify the description of the process used in the CMP to analyze projects for alternative solutions.

The financial tables should be simplified to increase the understanding of the data. More information needs to be added to this chapter concerning funding for operations and maintenance of the existing system, and financial constraint. Information regarding Transit projects should also be added.

The chapter on public participation looks as if it is the old process before the revised participation plan was approved in 2006.

To add clarification and information to the air quality conformity chapter add a map showing the non-attainment area and add a description to the results table.

Move environmental consultation out of the public participation chapter and make it a separate chapter.

Contact me if you have questions concerning the comments.

MDOT comments on the project lists as follows:

* (2008-11) The US-131 @ 44th St. interchange project total cost is approximately $12 Million. Not including the HPP funds, Wyoming is responsible for around $2.2 Million, as City funds and/or TEDF Category C; not sure how you want to show that, if it is part of the TEDF-C list, or too much detail for the Plan.

* (2008-11) I-196 Bridges, the amount seems high but it is probably the way you and I decided to split the money up to equal the totals. It should probably be listed as I-196 and I-96 bridges. The total in the EA was $375, in the Plan it adds up to $350 (I believe). That's probably ok because some of the work has already been completed.

Overall, it looks good; thanks - Dennis

>>> Dennis Kent 3/28/2007 5:20PM >>>
Chris:

The following are some general comments/questions I noted upon review of the document. I am also checking the project list once more, (due to our recent TIP exercise):

P.48/49 Overall Guidelines/Planning and Design

First Bullet: CSS is a process (delete - transportation design method) that considers the entire context within which a transportation project takes place, add- including financial limitations and safety issues.

3rd Bullet: at the end add - ..., per the National Environmental Policy Act (NEPA) of 1969.

3rd from the last bullet: ...where impacts are unavoidable, mitigate them to the (delete - fullest) extent possible, add- as required through local, state and federal regulations and laws.

P. 54:

Consider adding: EPE (Early Preliminary Engineering) for studies and NEPA documents, including CE's, EA's, and EIS's.

Consider Adding: HPP - Federal Earmarks, and Jobs Today - State target projects funding.

P. 100:

The Midwest Rail Initiative map no longer shows a Grand Rapids-Kalamazoo connection; is this correct?

Also: I could not find the priority trunkline Illustrative Projects list.

Thanks – Dennis

Changes Incorporated

Page 7-See first sentence under SAFETEA-LU 8 Planning Factors for missing word/words.

Change incorporated.

On 2035 Long Range Plan Projects List-Move 76th Street (Eastern-Kalamazoo) from 2006-2007 EDF-C list to 2008-2011 list for EDF-C. Also move 68th Street (Clyde Park-Burlingame) from 2006-2007 EDF-C to 2012-2018 EDF-C.

Change incorporated.

Please add the following intersections to the Congested Intersections List:
Cascade Road @ Alden Nash
Thornapple River Drive @ 36th Street
48th Avenue @ Fillmore
40th Avenue @ Port Sheldon
48th Avenue @ Port Sheldon

Change incorporated.

The following are e-mails that we received as part of the consultation/environmental justice process:

Questions from this local resident.

Why do we need a turn lane between Division and Eastern? Why is this recommendation being made? What is the hugh advantage to this project? Will there still be two lanes of traffic - plus a turn lane?

How will this effect property assessments?

Why is the meeting about our Garfield Park Grand Rapids neighborhood street [Burton] - being held way out in Wyoming City limits at their Public Library?

Why isn't Burton Street - between US 131 and Division - being targeted .... it is terrible condition - barely drivable and full of craater sized wholes with conjestion that is impassible .... why isn't his area being targeted? We can get around a car turning left off Burton. There's nowhere to go on Burton between Division and 131.

Sincerely,

653 Griggs SE

Reply was sent explaining process of identifying deficiencies and answering specific questions related to the corridor in question. Explanation was also provided about the number of projects in the Plan and the need to have a meeting site centrally located in the region and with access to transit users. Further explanation was provided regarding additional areas of Burton being targeted within the Plan. This item was forwarded to the implementing agency.

Dear Mr Dingman,

I have just received notice by email of a meeting about some proposed street and traffic changes, including the strtch of Burton SE from Division to Eastern to include a center turn lane. My husband and I have lived in the 2100 block of Paris SE for 38 years and have seen the traffic patterns change and Burton St. widened. We also have experienced what I assume this plan would be like since the changes between the Burton expressway and Division Ave have been made. The chang to a center turn lane there comes as surprise when coming east off the expressway and many times we have seen near accidents as people need to merge. At Buchannan, the center turn lane keeps throug traffic from flowing smoothly while the right lane cars slow (hopefully) to turn.
These changes seem to us to have been a step backward in moving traffic smoothly through the Burton Heights area.
We would like to strongly object to any change in the area proposed. The recent changes to Madison Avenue between Alger and Burton have been beneficial to the traffic flow.
The In other areas of the city, (we mostly notice this on Eastern Ave North of Franklin, and at the intersection of Fulton and Eastern) the so-called traffic calming measures have caused conjestion and if anything, have certainly made driving there frustrating, not calming. The way the "parking" is allotted must make plowing streets configured like this difficult at best. Making a right hand turn onto Fulton from Eastern at the cemetery must be a great boon to the city's wheel allignment shops.
We don't need these types of "improvement" on this section of Burton St. If it's not "broke" don't mess with it!

Sincerely,
Margaret and Dennis Gavigan
2111 Paris S. E.
452-2206

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

Greetings,
As a 10 year resident of the area, 424 Brookside SE, I would like to strongly support the proposed revamping of Burton street from Division to Eastern SE. I understand the proposal to include a center left-turn lane. I assume that this change will result in one eastbound traffic lane and one westbound lane. May I also strongly urge you to incorporate one eastbound bicycle lane and one westbound bicycle lane. The recent changes to Fulton street between Fuller and Woodward are in this configuration. They have proved to be an excellent change, safer for vehicles and MUCH safer for cyclists.

Count me strongly for this! In fact, this change is needed along the entire S.Eastern portion of Burton St. - from Division to East Paris!!

Peter Vander Meulen

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

Hello: I'm writing in regards to the proposal to improve Burton Street from Divsion to Eastern. I have lived in the Garfield Park area for 24 years, at 264 Griswold SE. I strongly support the proposed revamping of Burton street from Division to Eastern SE, although it should include all of Burton from Burlingame SW to Cascade RD SE. I understand the proposal will include a center left-turn lane. I

assume that this change will result in one eastbound traffic lane and one westbound lane, which would be a great improvment. A four land "highway" through a residental area was not a good idea to begin wtih. I would suggest that two lanes be replaced with bicycle lanes.

Too bad this wasn't part of the Division Avenue rebuild.

I look forward to these improvements!

David W. Clemo

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

Dear Chris,

Thanks for the recent letter from the Grand Valley Metro Council about the proposed project/work to reconstruct Burton SE from Division to Eastern and add a center turn lane by 2035.

I am opposed to widening Burton to add a center turn lane. Current center turn lanes at the intersection approaches appear to be adequate from a traffic volume and safety perspective.

In the mid 70s when Burton was widened to 4 lanes, the setback of many houses was diminished and subsequently the character of the neighborhood facing Burton was also changed. The Burton Heights / Burton Eastern corridor is a residential area and its character would be severely impacted if Burton was made a 5-lane road. I do not want Burton to become another 28th Street type roadway. High volume traffic should be encouraged to use nearby existing 5 lane roads (28th St.) or truck routes (Hall St.). Burton is wide enough.

In the 5½ years I have lived in the 400 block of Burton, I have not seen or heard any rear-end vehicle accidents on Burton between Division and Eastern.

In an attempt to obtain some objective data, I contacted the Grand Rapids Traffic Department. I believe the recent vehicle counts for Burton @ Buchannan (16,000), Burton @ Eastern (11,000) and Burton @ Kalamazoo (9,600) are below the threshold for a 4-lane or 4-lane with center turn lane but may permit a 3-lane road like exists on Burton between US131 and Buchannan.

If for traffic safety reasons a center turn lane is necessary, to avoid widening Burton and to encourage traffic calming, I suggest:
•one 11-foot wide lane in each direction;
•a center turn lane;
•solid white edge line at right of traffic lane to allow non-motorized travel (i.e. bicycles) between the traffic lane and curb.

Sincerely,

Dan VanMeurs
444 Burton St SE

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

Please inform me on the rational/need to install left turn lanes between Madison & Eastern on Burton Street.
I frequent travel that area, and am most surprised to read that this is felt to be needed.

Betsy Vandercook, 2100 block of College S.E,

Reply was sent explaining the process for identifying future traffic deficiencies. Reply also thanked citizen for their input. This item was forwarded to the implementing agency.

Dear Mr. Chris Dingman,

Recently received a notice indicating a proposal to add a center turn lane to 52nd Street. Just a few short years ago the same section of road was reconstructed improving grade and adding a sewer line. This section of 52nd Street has not seen any additional housing or other improvements nor has it seen any additional traffic since the last reconstruct. Since the opening of Gezon Parkway, the traffic has decreased if anything. Also realizing it is strictly a residential section, I don't understand the necessity of a center turn lane. The only time there is any semblance of heavy traffic would be 7-8am and again from 3:30-5:30pm.; otherwise traffic is mostly light and very light on weekends. Unless there are plans of rezoning this section of 52nd Street a center turn lane is unnecessary.

Thanks for your cosideration,

Gary Mayhanagian
2042 52nd Street S.W.
Wyoming, MI 49519

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

Dear Mr. Dingman,

I hope to be able to attend one of the hearings in person. Regardless, I want to put my concerns into writing.

Please reject the plan to "reconstruct Burton Street from Division to Eastern to include a center turn lane". My understanding is that this would reduce the through and right turn traffic to one lane in each direction, with a wide center lane for left turns.

That has been done to Burton from Jerome SW to Division already. I have seen it also on Leonard NE. It is a terrible idea. While local streets within the city should be calm and at moderate speeds, streets and avenues like Burton Street are main arteries and thoroughfares, allowing city residents to get to their destinations in a timely manner. That should be one of the rationales of city traffic. If the city becomes gridlocked, it is no longer useful. It only urges people to move out of the city. Burton is a main east-west route. Free flow at reasonable speed limits (e.g. 30 mph) should be facilitated, not inhibited.

The major problem with the "three lane reconstruction" (one in each direction, center lane for turning left) is that through traffic shares the lane with right turn traffic, not allowing one to pass legally by sig-

naling and turning into the left through lane. Hence ALL TRAFFIC, including through traffic is subject to traveling at the speed of right turners. Typically a person turns right at the speed of 5 or 10 miles per hour. Hence through traffic slows down, then speeds up, then slows down, then speeds up. It makes for uneasy and irregular flow of traffic, causes a great deal of frustration, and defeats the purpose of having certain streets as main arteries.

I doubt that the traffic accidents in this one mile stretch indicate any abnormality, which would indicate such a need for public safety. There are two traffic lights in this section and little business (where left turns might be needed) except around Division and Eastern, where there would likely be four or five lanes even in the new configuration. In other words, no public safety enhancements are required.

Further, I propose that there is no need to improve left turning off of Burton. I have lived in the Burton Heights/Alger Heights area on an off since 1958. As I drive on Burton on a daily basis, and make left turns onto Paris AV several times a day to get to my home, I experience no difficulty with the current situation.

There must be some other rationale for the proposal. I surely hope it is better than some of the other measures I have seen. What has been done to Eastern is a tragedy. It is also dangerous. The intersection of Eastern with Fulton needs to be reverted immediately for public safety. Turning East onto Fulton from northbound Eastern requires cars and especially larger vehicles to enter the oncoming lane to negotiate the turn, unless the truck just runs over the new curbing.

Neighborhood calming is one value. Thoroughfares to move traffic steadily is another value. In my opinion there is no need nor is there any desire on the part of those living here to have Burton street from Eastern to Division turned into a three lane configuration.

Please present my concerns at the hearing.

Thanks you.

Don Heydens
2237 Paris Av SE
Grand Rapids MI 49507-3109

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

I received the letter from GVMC last week regarding widening Burton to accommodate a left turn lane. I realize the letter states that Burton **may** be widened but for the purpose of this email let us assume it **will** be widened.

I do not see why Burton needs the extra lane. It's not like Burton can get any more built up. Since I live on the street, I realize there are times it is quite busy. However, widening the road seems like an overreaction. Might it not be just as good to get drivers to obey the traffic laws such as going the speed limit and stopping at red lights? At my corner (Woodlawn and Burton), you could stagger the lights so only one side of the road goes at a time. (It seems to work at Chicago Drive and Wilson.)

Do you care what this will do to the homeowners? People work their whole lives to able to own their own home and you want to de-value it because of a traffic problem that lasts for a couple of hours a day. What happens to us homeowners? Are we compensated for the land you will take from us? Will our property taxes go down? (It's hard to believe the answer to my last question will be yes.)

Aren't there better ways to spend this money? Aren't there better economic answers to the problem?

Sincerely,

Gloria Spaniolo
1950 Woodlawn

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

Dear Mr. Dingman,

I am writing to provide comment for my family and I for the proposed reconstruction of 52nd St between Ivanrest and Byron Center by adding a Center turn lane. We are opposed to such a plan. We believe it is not necessary. Traffic volumes have leveled on 52nd now that the new M6 Freeway has been completed. It also seems to have helped to have Wilson Ave reconstructed into a 4 lane boulevard.

This section of 52nd St is completely developed with single family homes along the street and *fully completed* subdivisions of single family homes. There are no businesses on this section of roadway and therefore no need for a turn lane to handle volumes of traffic. Most entrances to subdivisions have a right hand turn lane. If anything were to be done, the completion of a turn lane next to each subdivision would not be a bad idea. We have many walkers, runners, bike riders, rollerbladers, etc that enjoy the bike trail along the North side of the road. It is also a major feeder to the North-South section of the Kent trails.

We do not need cars going 50 - 60mph after a turn lane is competed because they will not have to slow down for someone turning. Even if a speed limit of 35mph is posted that doesn't mean that is how fast cars will drive. They will drive as fast as they feel comfortable. If they do not have to be aware of someone turning in front of them because they have a turn lane, they will increase their speed. If the traffic slows down a bit because drivers have to slow down for people turning in front of them, that will save lives (on the roadway or the bike trail) by slowing all of the traffic down. Most people drive 45 – 50 now, 10 – 15 over the speed limit. I know this because my wife and I follow them daily. Letting local police know does not help slow them down, they cannot keep up with all of the enforcement.

Let's wait this out to see where the traffic revolves now that M6 and other North-South streets that service it are "settled" into. Please do not turn this quiet, residential-only, suburban tree-lined street into a mini-M6 when we already have a East West Freeway 1 ½ miles south. Let's design the roads to get people on the beautiful Freeway a few minutes south, not our suburban family occupied (without businesses) 52nd St.

Henry and Kris Hofman, Zach, Rachel, & Erica
3050 52nd St SW

Reply was sent thanking citizen for their input. This item was forwarded to the implementing agency.

February 12, 2007

Dear Property Owner:

The Grand Valley Metro 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 received 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 Project:

52nd Street from Byron Center Avenue to Burlingame Avenue

Proposed Work:

Reconstruct roadway and add Center Turn Lane by 2025

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 Metro Council
40 Pearl Street, N.W., Suite 410
Grand Rapids, MI 49503
Attn: Chris Dingman, Senior Transportation Planner
Telephone: (616) 776-7669
Fax: (616) 774-9292
E-mail: dingmanc@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 2035 Grand Rapids Metropolitan Area Long Range Transportation Plan, you must submit your input by **March 14, 2007**. If you would rather speak to GVMC staff, there will be two meetings to allow for comment on the above project. The meetings will be held:

March 7, 2007, 3:30-5:00 PM at the Wyoming Library, 3350 Michael Ave. SW, Wyoming
March 7, 2007, 6:00-7:30 PM at the Wyoming Library, 3350 Michael Ave. SW, Wyoming

If you have questions, comments or need more information, please use the contact information above. Thank you and have a nice day.

APPENDIX B: Glossary of Terms

Access
The opportunity to reach a given point within a certain time frame, or without being impeded by physical, social, or economic barriers.

Allocation
An administrative distribution of funds among States which do not have statutory distribution formulas.

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

American Association of State Highway and Transportation Officials (AASHTO)
Group involved in setting standards for transportation facility development.

Americans with Disabilities Act (ADA)
Federal law that requires public facilities, including transportation services to be fully accessible for persons with disabilities. The law also requires paratransit service availability 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.

Average Daily Traffic (ADT)
The average number of vehicles passing a fixed point in a 24-hour time frame.

Base Year
The year which serves as a starting point of data used in a study.

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

Build/No-Build
Refers to a conformity requirement in which Metropolitan Planning Organizations must demonstrate the Abuilding@ or implementing of a long-range transportation plan or Transportation Improvement Plan (TIP) will result in less air pollution emissions than Anot building@ or not implementing the plan or TIP.

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

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

Clean Fuels
Fuels which generate fewer pollutants than gasoline (i.e. 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
Compliance of any transportation plan with air quality control plans.

Compressed Natural Gas (CNG)
A type of alternative fuel that generates less pollutants than gasoline.

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

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

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

Demand-Responsive
Transportation services that can be variably routed and timed to meet the changing needs of the user on an as-needed basis.

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.

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

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

Environmental Protection Agency (EPA or USEPA)
Federal source agency of environmental and air quality regulations affecting transportation.

Expenditures
Disbursement of funds for repayment of obligations occurred.

Expressway
A controlled access, divided arterial highway, which is usually separated and designed to accommodate through traffic movements.

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

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

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

Geographic Information System (GIS)
Computer mapping capabilities used to provide information.

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

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

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

Highway Performance Monitoring System (HPMS)
A federal database of roadway characteristics and traffic information for pre-selected roadway segments throughout the entire MPO Study Area.

Improving Michigan=s Access to Geographic Information Networks (IMAGIN)
A statewide geographic data sharing organization.

Inspection and Maintenance (I/M)
An air quality program that calls for the inspection of automobiles for emissions problems and then repairs those problems.

Institute of Transportation Engineers (ITE)
Organization which contributes to the advancement of engineering issues in transportation.

Integrated Roadway Information System (IRIS)
System used to collect data about the roadway network.

Intelligent Transportation Systems (ITS)
Technologies that focus on monitoring, guiding, or operating motorized vehicles.

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

Intermodal
Refers to connections between modes of transportation.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
Federal legislation that reconstructed funding for the transportation program and opened up the transportation planning process to the public.

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

Interurban Transit Partnership (ITP)
Agency responsible for providing public transportation and transit service in the Grand Rapids area.

Kent County Road Commission (KCRC)
Agency responsible for road maintenance and construction in townships, villages, and other unincorporated parts of the county.

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

Long-Range Transportation Plan (LRTP)
A document that provides a strategy and methodology for an area=s long-range transportation needs. The Plan must have at least a twenty-year window and must be updated every four years. This document is such a Plan.

Metropolitan Planning Organization (MPO)
The MPO has responsibility for developing transportation plans for urbanized areas of 50,000 population or more. Grand Valley Metro Council (GVMC) is the MPO for the Grand Rapids area.

Metropolitan Statistical Area (MSA)
U.S. Census determination which delineates the boundaries of the Metropolitan area.

Michigan Accident Location Index (MALI)
Index which is compiled by law enforcement agencies to pinpoint the exact location of traffic accidents.

Michigan Department of Environmental Quality (MDEQ)
State agency dedicated to environmental improvements and policies that impact public health and natural resources such as air quality, water quality, and waste management.

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

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

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

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

Multimodal
Refers to the availability of transportation options within a system or corridor including automobile, bicycle, train, boat, etc

National Ambient Air Quality Standards (NAAQS)
Standards set forth through the Clean Air Act which monitor air quality.

National Highway System (NHS)
A federal transportation program authorized by ISTEA 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.

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

Ottawa County Road Commission (OCRC)
Agency responsible for road maintenance and construction in townships, villages, and other unincorporated parts of the county.

Oxides of Nitrogen (NoX)
A byproduct of processes employing a high temperature combustion. Power plants, industrial boilers, and motor vehicles are all principle sources of NoX.

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

Particulate Matter-10 (PM-10)
Particulate Matter less than or equal to 10 microns. Consists of matter suspended in the atmosphere such as dust, chemicals, etc.

Parts Per Million (PPM)
A measurement used in relating concentrations of matter, such as ozone in the atmosphere.

Pavement Management System (PaMS or PMS)
A system used to monitor and evaluate pavement conditions on the road network.

Peak Hour
The 60-minute period in the morning and evening 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-provided 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 role is limited to funding programs.

Public Participation Plan (PPP)
Plan developed by GVMC that dictates how public involvement will be incorporated into the transportation planning process.

Public Transportation Management System (PTMS)
A system which allows for the monitoring and evaluation of the public transportation system for an area.

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

Regional Geographic Information System (REGIS)
Geographic Information System being utilized in the Grand Rapids area through the Grand Valley Metropolitan Council. (See Geographic Information System for more information)

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

Rescission
Legislative action to cancel the obligation of unused budget authority previously provided by Congress before the time when the authority would have otherwise lapsed.

Reverse Commute
Commuting against the main direction of traffic or a commute from the central city to the suburbs.

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

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

Shuttle
Usually a service provided with a vehicle seating twenty or more passengers that connects major trip destinations and origins on a fixed-route or route-deviation basis.

Single Occupancy Vehicle (SOV)
The use of vehicle to get one person to a destination

Standard Metropolitan Statistical Area (SMSA)
A U.S. Census delineation for larger metropolitan areas in the U.S.

State Implementation Plan (SIP)
Required documents prepared by States and submitted to EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act and subsequent amendments.

State Transportation Improvement Program (STIP)
The compilation of Transportation Improvement Programs (TIPs) from around the State.

Surface Transportation Program-Rural (STPR)
Federal funding category geared specifically to rural areas.

Surface Transportation Program-Urban (STPU)
Federal funding category geared specifically to urbanized areas.

Traffic Analysis Zone (TAZ)
The smallest geographically designated area for analysis of transportation activity.

TRANPLAN
Computerized Transportation Modeling Package (see model).

Transit
Passenger transportation service provided to the general public along established routes with fixed or variable schedules at published fares.

Transit Dependent
Persons who must rely on public transit or paratransit for most or all of their transportation needs.

Transportation Control Measures (TCM)
Local actions to adjust traffic patterns or reduce vehicle use to reduce air pollution.

Transportation Demand Management (TDM)
Process used to monitor and evaluate the need of the transportation network relative to the number of users, and the total amount of usage the transportation network will receive.

Transportation Economic Development Funds (TEDF)
This program has different lettered categories AA@ through AF@ that provide competitive statewide funding for roadways of different types that serve economic development purposes.

Transportation Improvement Program (TIP)
A document prepared by States and MPOs citing projects to be funded under federal transportation programs for a three-year period.

Transportation Management Area (TMA)
An MPO with over 200,000 population. All transportation plans for these areas must be based on a continuing and comprehensive planning process carried out by the MPO in cooperation with the States and transit operators.

Transportation System Management (TSM)
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 Adoor-to-door.@

Unified Work Program (UWP)
Annual document prepared by the MPO that outlines transportation work tasks and products that will be completed and produced for the upcoming fiscal year.

United States Department of Transportation (DOT or USDOT)
The principal direct federal funding and regulating agency for transportation facilities and programs.

Urbanized Area
An area which contains a city of 50,000 or more population plus adjacent surrounding areas having a density of at least 1,000 people per square mile as determined by the U.S. Census.

Vehicle Miles Traveled (VMT)
The number of miles a vehicle or group of vehicles travel in a given unit of time.

Volatile Organic Compounds (VOC)
Chemicals that are generated through the combustion of fossil fuels, industrial processes, and vegetation. VOCs are an ingredient in ground level ozone and smog.

West Michigan Clean Air Coalition (WMCAC)
A partnership of business, academia, government, industry, and the non-profit sector in Kent, Ottawa, and Muskegon counties working together to achieve cleaner air in the region.

West Michigan Environmental Action Council (WMEAC)
A non-profit environmental advocacy and education organization founded in 1968.

Policies and Practices for Programming Projects

Draft May 12, 2004

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 occurs as part of the TIP project implementation process, depending on the scope of the proposed project.
This item was passed by the TIP and Technical committees 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.

Staff recommended tabling the discussion until the consultant (SME) completes a Non Destructive Testing Study which will determine the condition of the base of the roadway. The consultant will also be able to give the committee recommendations as to how monies could be spent on projects to get "the most bang for the buck" (total reconstruction vs. overlays).

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 and Technical committees 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 and Technical committees recommend 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 and Technical Committees recommend establishing a practice to increase the use of Advance Construct projects, and establish the goal that all projects are obligated by April 1st. Staff will also distribute to the 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 and Technical Committees recommend 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.

This item was passed by the TIP and Technical committees to accept the proposed policy/practice as submitted.

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 recommended a change in the policy/practice to allow the use of Federal funds to build sidewalks. The Technical Committee recommended further discussion on this item.

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.

APPENDIX D: Committee Structure

TRANSPORTATION PROGRAMMING STUDY GROUP

Voting Members

City of Cedar Springs
City of East Grand Rapids
City of Grand Rapids
City of Grandville
City of Hudsonville
City of Kentwood
City of Lowell
City of Rockford
City of Walker
City of Wyoming
Kent County Road Commission
Ottawa County Road Commission
Kent County Townships (1 vote)
Ottawa County Townships (1 vote)
Grand Rapids Area Transit Authority
Michigan Department of Transportation
Kent County Department of Aeronautics

Non-Voting Members

Federal Highway Administration
Grand Rapids Chamber of Commerce

TECHNICAL COMMITTEE

Voting Members

City of Cedar Springs
City of East Grand Rapids
City of Grand Rapids
City of Grandville
City of Hudsonville
City of Kentwood
City of Lowell
City of Rockford
City of Walker
City of Wyoming
Ada Township
Algoma Township
Allendale Township
Alpine Township
Byron Township
Caledonia Township
Cannon Township
Cascade Township
Courtland Township
Gaines Township
Georgetown Township
Grand Rapids Township
Plainfield Township
Tallmadge Township
Village of Sparta
Kent County Road Commission
Ottawa County Road Commission
Kent County Board of Commissioners
Ottawa County Board of Commissioners
Grand Rapids Area Transit Authority
Michigan Department of Transportation
Kent County Department of Aeronautics

Non-Voting Members

Federal Highway Administration
Village of Caledonia
Grand Rapids Chamber of Commerce
West Michigan Environmental Action Council

POLICY COMMITTEE

Voting Members

City of Cedar Springs
City of East Grand Rapids
City of Grand Rapids
City of Grandville
City of Hudsonville
City of Kentwood
City of Lowell
City of Rockford
City of Walker
City of Wyoming
Ada Township
Algoma Township
Allendale Township
Alpine Township
Byron Township
Caledonia Township
Cannon Township
Cascade Township
Courtland Township
Gaines Township
Georgetown Township
Grand Rapids Township
Plainfield Township
Tallmadge Township
Village of Sparta
Kent County Road Commission
Ottawa County Road Commission
Kent County Board of Commissioners
Ottawa County Board of Commissioners
Grand Rapids Area Transit Authority
Michigan Department of Transportation
Kent County Department of Aeronautics

Non-Voting Members

Federal Highway Administration
West Michigan Environmental Action Council

APPENDIX E: Meeting Notes

GRAND VALLEY METROPOLITAN COUNCIL

LONG RANGE TRANSPORTATION PLAN MEETINGS

Grand Valley Metropolitan Council (GVMC) Transportation Staff made contact with every unit of government in Kent and southeast Ottawa County in an attempt to learn more about the transportation and land use issues facing each individual municipality. By way of the summaries provided here, a few of the key issues highlighted in each meeting are included here. The meetings also provided an opportunity for Metro Council staff to gather socio-economic (SE) data (employment and households) for use in the area transportation demand model. A more thorough explanation of the socio-economic (SE) data collection process is provided in the socio-economic data chapter. If a municipality did not respond to the meeting or data requests, GVMC Transportation staff used the municipality's long range/master plan and past population data to estimate population and employment information.

Ada Township
No meeting, SE data provided

Algoma Township
No meeting, SE data provided

Allendale Township
Discussion of the US-31 bypass and the impact that could have on the township.
Driveway permitting with MDOT is an issue along state routes.
The area adjacent to Grand Valley State University still growing with student type housing.
North/South Corridor Study improvements starting to be pursued, especially right-of-way issues.

Alpine Township
Working with MDOT on a solution at the Alpine Avenue/Menard's entrance intersection.
Township seeing an increase in pedestrian traffic on Alpine Avenue including more youths.
Steady industrial growth along 6 to 7 Mile Road area near Alpine Avenue.
4 Mile/Alpine left turn phases may be too short, hope recommendations of 4 Mile Road Corridor Study might fix that.
New residential development is controversial, rezoning requests are being challenged by area residents.
Speed and Truck traffic on Fruitridge Avenue is a concern

Bowne Township
No meeting, SE data developed by GVMC Transportation staff.

Byron Township
Seeing changes in their traffic patterns as a result of the new M-6 roadway.
Discussing potential sewer/water expansion with municipal providers.
Focusing on non-motorized development with M-6 Trail and expansion west toward Ottawa County as well.
Experiencing industrial growth along US-131 especially at southern end of township.

Caledonia Township
No meeting, SE data developed by GVMC Transportation staff.

Caledonia, Village of
No meeting, SE data provided

Cannon Township
M-44 (Belding Road) continues to be a concern especially at intersections.

Cascade Township
Township being very proactive on non-motorized issues (28th Street, connections with Kentwood system, 10 foot wide paths in many residential areas.)
Continue to look at I-96 access in eastern part of township (Whitneyville/Snow).
36th Street/Airport Access and M-6 has improved traffic flow. Township worked very closely with MDOT on these projects.

Cedar Springs, City of
City looking to build a multi-use path from new Middle School to downtown.
US-131/17 Mile interchange continues to grow, more development pressure, City and Solon Township continue to look at infrastructure issues in that area.
White Pine Trail paving could impact transportation and economic development.
Lots of recent roadway improvements have helped transportation efficiency.

Courtland Township
No meeting, SE data provided

East Grand Rapids, City of
City is experiencing very little growth, bigger issue is redevelopment.
ITP-The Rapid Corridor Study findings could have big impact on the City.
Finishing the Reeds Lake Trail is the top non-motorized priority of the City.

Ford, Gerald R. International Airport
New parking garage and façade/entrance improvements will change the look of property.
36th Street improvements and M-6 have had positive impact on access.
Questions were asked on timing of surface street improvements near Airport property and on the air quality process. ITP-The Rapid staff made suggestions about state level contacts.
Airport currently undergoing update to its Master Plan.

Gaines Township
M-6 roadway has spawned major development (residential and commercial/office), especially at Kalamazoo Avenue.
M-6 Trail continues to be a priority as project moves from planning to implementation.
A number of sizeable residential developments are in the planning stages.
Steelcase's future will have impact as the company is a major landowner and township's largest employer.

Georgetown Township
Seeing a slight slowdown in residential development and population growth as the housing market softens.
Taking a proactive approach to non-motorized development, seeing lots of demand for sidewalk projects from residents.
Grand Valley State University growth continues to impact traffic.
Chicago Drive improvements could impact township traffic.
Looking very closely at infrastructure/growth issues and surrounding communities.

Grand Rapids, City of
Very supportive of emphasis on preservation of the existing road network over expansion. City suggested better match rates for preservation.
Michigan Hill employment/facility expansion will have impact on local and state roadway network.
Revenue sharing cuts having an impact on City road budgets.
City continues to monitor progress of ITP-The Rapid study. Transit continues to be a priority of the City and its residents.
Concerns over committee structure and dilution of voting power as the urbanized area grows were cited.
Coordination among the 3 West Michigan MPOs was discussed.

Grand Rapids Township
Lots of redevelopment at Cascade Road/I-96/East Paris area will impact transportation model.
Housing growth continues to be steady.
Both sides of East Beltline between Knapp and 3 Mile Road will see future development. The east side of that segment is a big wildcard at this point. Traffic generation could be significant.

Grandville, City of
Area around Rivertown Crossings mall continues to develop. Road capacity around the mall area is holding up well.
Pedestrian/non-motorized issues are present at 44th St./I-196 and 28th St./I-196 interchanges. Continue to make linkages with Kent Trails. Some areas along 28th Street could use sidewalk.
Not much residential growth is forecast for the future.

Grattan Township
No meeting, SE data developed by GVMC Transportation staff.

Hudsonville, City of
Pavement condition of Chicago Drive is a concern.
Chicago Drive/Highland Drive rail crossing needs to be addressed, city trying to work with CSX on that issue.
The area of Chicago/Balsam/32nd/Van Buren may need to be redesigned to fix traffic flow.
The City is interested in Safe Routes to School program.
32nd Street at Barry/Allen intersection may be a good candidate for CMAQ funding.

Jamestown Township
No meeting, SE data provided.

Kentwood, City of
44th St. Crosstown ITP-The Rapid route changes were discussed.
Looking for quick action from MDOT on redevelopment issues.
Lake Eastbrook/28th St. improvements were discussed.
City sees some redevelopment opportunities but residential densities should remain similar to how they are now.
Like the communication and process employed with the M-6 project development process.

Lowell, City of
City has a few parcels of undeveloped residential land.
Surrounding townships are growing, causing issues with regard to infrastructure development/expansion.

City has done well as a Small Urban area (5,000-50,000 population) and continues to pickoff road improvements through the program.

Lowell Township
No meeting, SE data developed by GVMC Transportation staff.

Nelson Township
No meeting, SE data developed by GVMC Transportation staff.

Oakfield Township
No meeting, SE data developed by GVMC Transportation staff.

Plainfield Township
The township is projecting residential growth in almost every traffic analysis zone along with retail/commercial growth in many places as well.
Traffic flow in the area of M-44/West River Drive/Cannonsburg Road over the Grand River is a concern, especially with pending construction.
Looking at non-motorized development along a number of corridor including Coit, West River, East Beltline as well as connections with the White Pine Trail.
Questions were raised about the classification of Belmont Avenue between Post Drive and West River Drive.

Rockford, City of
Discussion of transit in the City and surrounding area, involvement of North Kent Transit and potential of programs with ITP-The Rapid.
10 Mile Road at Highlander is becoming a difficult area to get into and out of due to congestion.
Discussion of a US-131 interchange at 12 Mile was suggested (at the last Rockford LRP meeting three years ago as well).
City concerned about land use/access issues on 10 Mile Road between US-131 and the City Limits.
City continues to pursue funding for non-motorized priorities.

Solon Township
No meeting, SE data developed by GVMC Transportation staff.

Sparta,Village of
No meeting, SE data provided.

Sparta Township
No meeting, SE data provided.

Spencer Township
No meeting, SE data developed by GVMC Transportation staff.

Tallmadge Township
No meeting, SE data provided.

Tyrone Township
No meeting, SE data developed by GVMC Transportation staff.

Vergennes Township
No meeting, SE data developed by GVMC Transportation staff.

Walker, City of
City continues to face development pressure.
M-11/Wilson Avenue is a priority for the City.
The extension of North Ridge Drive could serve future development near 4 Mile Road.
3 Mile Road bridge over Mill Creek, rail bridge over 3 Mile needs to be addressed.
City staff needs help from GVMC staff to sell the benefits of ITS.
GVSU transit route is very popular, helping serve Walker needs as well.
Fruitridge Avenue/I-96 issues will need to be addressed in the future.

Wyoming, City of
US-131 at 44th Street is the city's top priority. Issues have been raised with regard to project cost/earmark amount/MDOT contribution.
The ITP-The Rapid study could have a major impact on the City and it's development patterns especially on and near Division Avenue. ITP staff provided an update as to the status of the Study.
City is updating Thoroughfare Plan for the next 20 years using GVMC model for that project.
City pleased with M-6 project and other improvements made by MDOT on highway system.
Signal timing questions were raised on 36th/44th/54th at US-131.

APPENDIX F: Air Quality Conformity

An air quality analysis is performed on the 2035 Long Range Transportation Plan (LRTP) amendment in order to determine the impact of proposed changes in major transportation projects on vehicle emissions. An amendment is needed to the LRTP document due to changes to 12 projects (see Appendix O). The Federal Highway Administration (FHWA) and the United States Environmental Protection Agency (USEPA) require that any significant changes of projects in the LRTP 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 LRTP air quality conformity analysis examines changes in Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx). The emission levels are then compared to numerical emission budgets developed by the state in the regional maintenance plan.

AIR QUALITY ASSESSMENT CRITERIA

1) The LRTP conformity demonstration was made in compliance with all applicable conformity requirements. The Transportation Plan satisfies the following conformity criteria and procedures set forth in the USEPA's Transportation Conformity Rule:

2) The conformity demonstration was based on the latest planning assumptions.

3) The conformity demonstration was based on the latest emission model available.

4) The conformity demonstration was made according to the consultation procedures of the final conformity rule and the implementation plan revision.

5) The determination was made that the LRTP amendment 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 Plan 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 Shoreline Regional Development Commission (WestPlan) have approved socioeconomic data for 2000, 2002, 2011, 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 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 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 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 Arterial/Collector/Local Street	2,186,004	2,475,598	2,620,639	**2,132,114**	**34.87**
Urban Interstate/Freeway	3,353,463	4,493,660	4,332,637	**3,242,300**	**53.88**
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	9,839,788	**8,957,407**	**30.44**
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 Arterial/Collector/Local Street	2,186,004	2,475,598	2,759,104	**2,379,997**	**33.79**
Urban Interstate/Freeway	3,353,463	4,493,660	3,491,036	**2,638,220**	**49.57**
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,473,726	**10,538,759**	**31.27**
TOTALS	**14,101,872**	**16,384,234**	**17,286,593**	**16,121,154**	

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 Arte-	7,863,924	8,723,593	11,980,209	**12,246,640**	**29.76**

rial/Collector/Local Street					
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 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 Arterial/Collector/Local Street	948,229	1,289,548	1,326,211	**994,959**	**48.35**
Urban Interstate/Freeway	376,165	485,525	488,822	**351,306**	**59.95**
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,964,743	3,020,128	**2,814,935**	**34.90**
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 Arterial/Collector/Local Street	948,229	1,289,548	1,417,867	**1,037,152**	**47.98**
Urban Interstate/Freeway	376,165	485,525	497,065	**397,099**	**62.47**
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,964,743	3,158,587	**2,786,262**	**33.88**
TOTALS	**5,137,707**	**5,969,703**	**6,473,745**	**5,555,916**	

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 Arterial/Collector/Local Street	948,229	1,289,548	1,620,289	**1,188,148**	**46.82**
Urban Interstate/Freeway	376,165	485,525	517,081	**413,834**	**62.20**
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,964,743	3,390,022	**2,993,972**	**33.06**
TOTALS	**5,137,707**	**5,969,703**	**7,206,076**	**6,195,827**	

OTTAWA COUNTY 2025 NFC	**HPMS 2000 VMT**	**MODELED 2000 VMT**	**MODELED 2025 VMT**	**NORMALIZED 2025 VMT**	**2025 SPEED**
Rural Interstate/Freeway	1,172,996	1,229,887	1,790,410	**1,706,310**	**63.40**
Rural Major & Minor Arterial/Collector/Local Street	948,229	1,289,548	1,772,097	**1,298,076**	**45.87**
Urban Interstate/Freeway	376,165	485,525	544,744	**435,689**	**62.10**
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,964,743	3,655,218	**3,222,122**	**32.26**
TOTALS	**5,137,707**	**5,969,703**	**7,762,469**	**6,662,197**	

OTTAWA COUNTY 2035 NFC	**HPMS 2000 VMT**	**MODELED 2000 VMT**	**MODELED 2035 VMT**	**NORMALIZED 2035 VMT**	**2035 SPEED**
Rural Interstate/Freeway	1,172,996	1,229,887	1,937,798	**1,846,904**	**63.00**
Rural Major & Minor Arterial/Collector/Local Street	948,229	1,289,548	1,989,024	**1,458,472**	**44.48**
Urban Interstate/Freeway	376,165	485,525	577,892	**462,059**	**60.79**
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,964,743	3,989,154	**3,508,275**	**31.02**
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 the entire 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, 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 NOx 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 (NOx) 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, 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, 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	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, 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	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 5 Conformity Analysis Total Results Tons/Day

Model Year	Total VOC Before Credit Tons/Day	Total NOx Before Credit Tons/Day	VOC Credits Tons/Day	NOx Credits Tons/Day	Adjusted VOC Tons/Day	Adjusted NOx Tons/Day	VOC Emission Emission Budget Tons/Day	Nox Emission Emission Budget 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**
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 6 Conformity Analysis Total Results Kgs/Day

Model Year	Total VOC Before Credit Kg/Day	Total NOx Before Credit Kg/Day	VOC Credits Kg/Day	NOx Credits Kg/Day	Adjusted VOC Kg/Day	Adjusted NOx Kg/Day	VOC Emission Emission Budget Kg/Day	Nox Emission 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**
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 3 thru 6 clearly indicate that implementing the proposed changes to the 2035 Long Range Transportation Plan 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 Shoreline Regional Development Commission (WestPlan), and the Macatawa Area Coordinating Council's 2035 LRTPs comply with the transportation plan conformity criteria contained in the USDOT/USEPA Conformity Guidance, and therefore meet the requirement of the CAAA and related ISTEA, TEA-21, and SAFETEA-LU provisions.

APPENDIX G 1: Environmental Mitigation Map—Cemeteries

Cemeteries Impacted By 2035 Projects

Legend

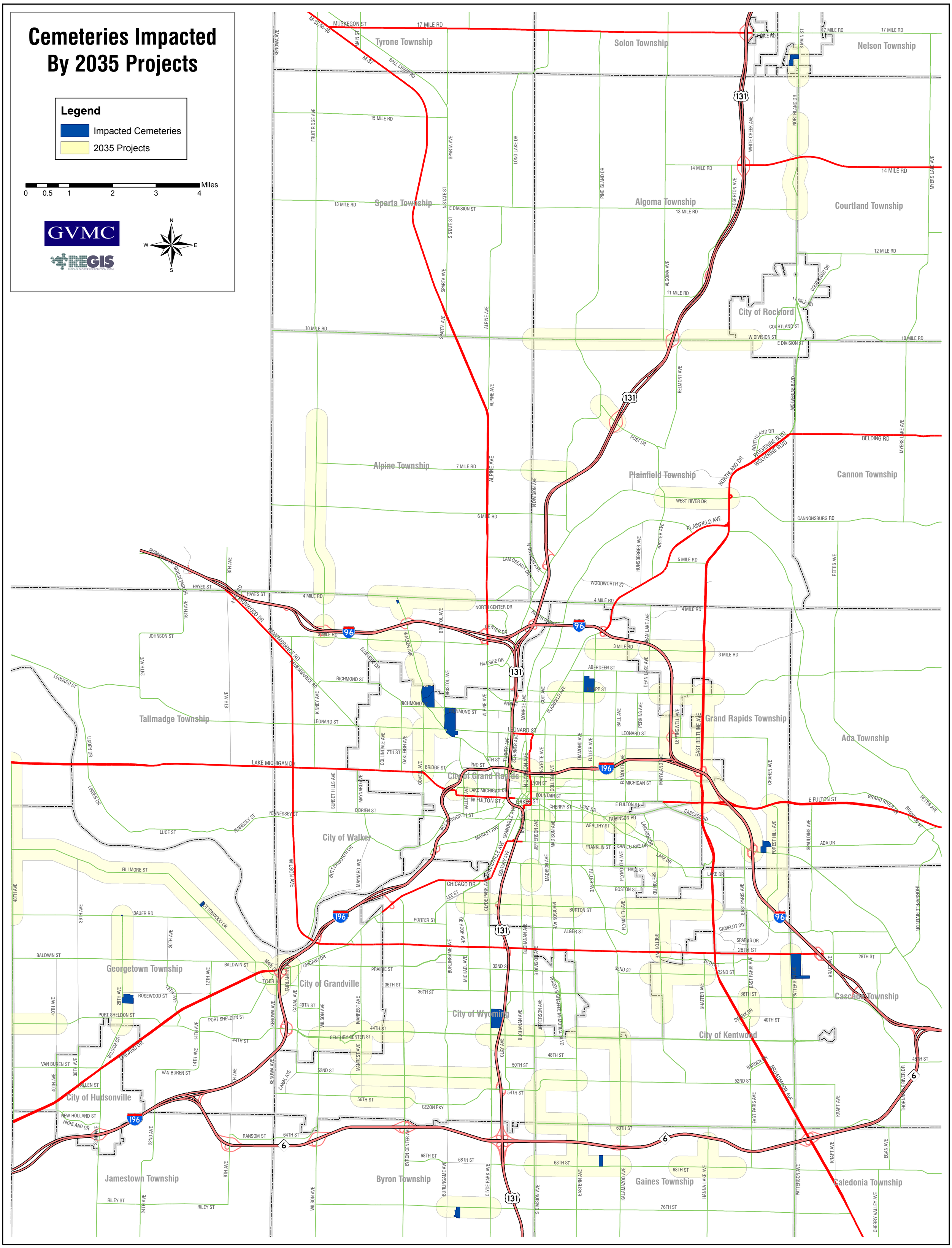
- Impacted Cemeteries
- 2035 Projects

0 0.5 1 2 3 4 Miles

GVMC

REGIS

N W E S



APPENDIX G 2: Environmental Mitigation Map—Floodzones

Flood Zones Impacted by 2035 Projects

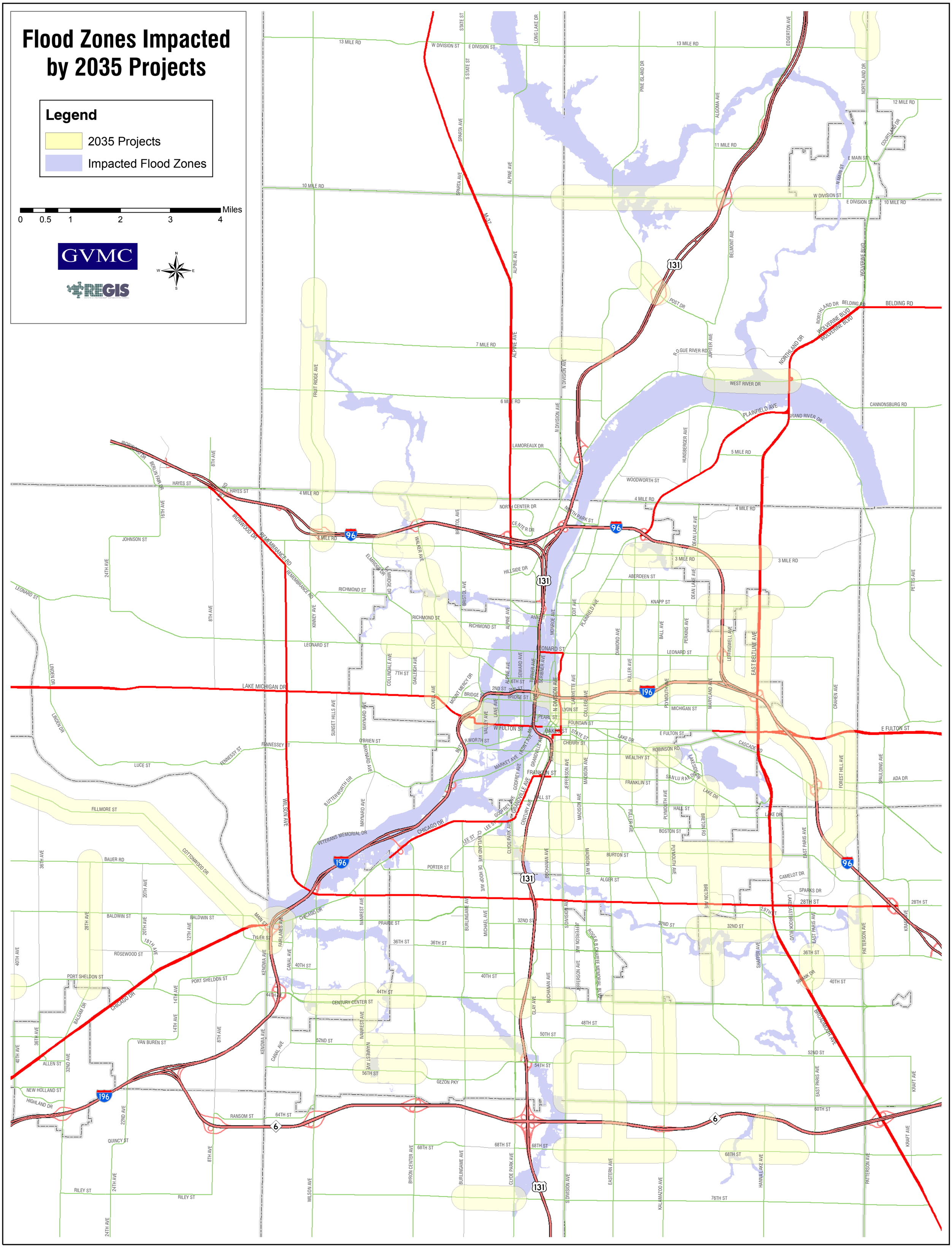
Legend

- 2035 Projects
- Impacted Flood Zones

0 0.5 1 2 3 4 Miles

GVMC

REGIS



APPENDIX G 3: Environmental Mitigation Map—Nonmotorized Facilities

Nonmotorized Facilities Impacted By 2035 Projects

Legend

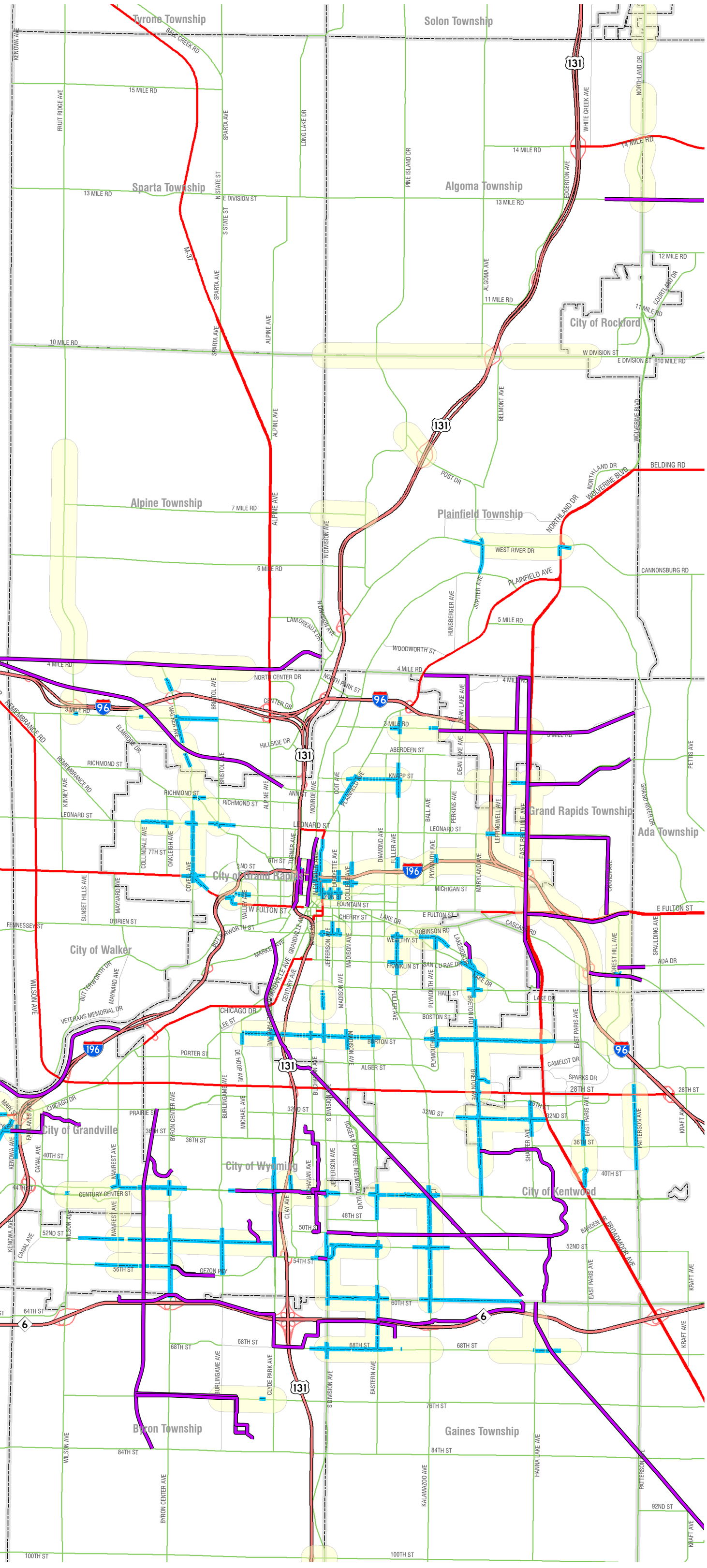
- Impacted Sidewalks
- Impacted Trails & Bikeways
- 2035 Projects

Some non-motorized facilities included on this map may be proposed or under consideration and not yet constructed.

Miles
0 0.45 0.9 1.8 2.7 3.6

GVMC

REGIS



APPENDIX G 4: Environmental Mitigation Map—Parks

Parks Impacted By 2035 Projects

Legend

- 2035 Projects
- Impacted Parks

0 0.45 0.9 1.8 2.7 3.6 Miles

GVMC

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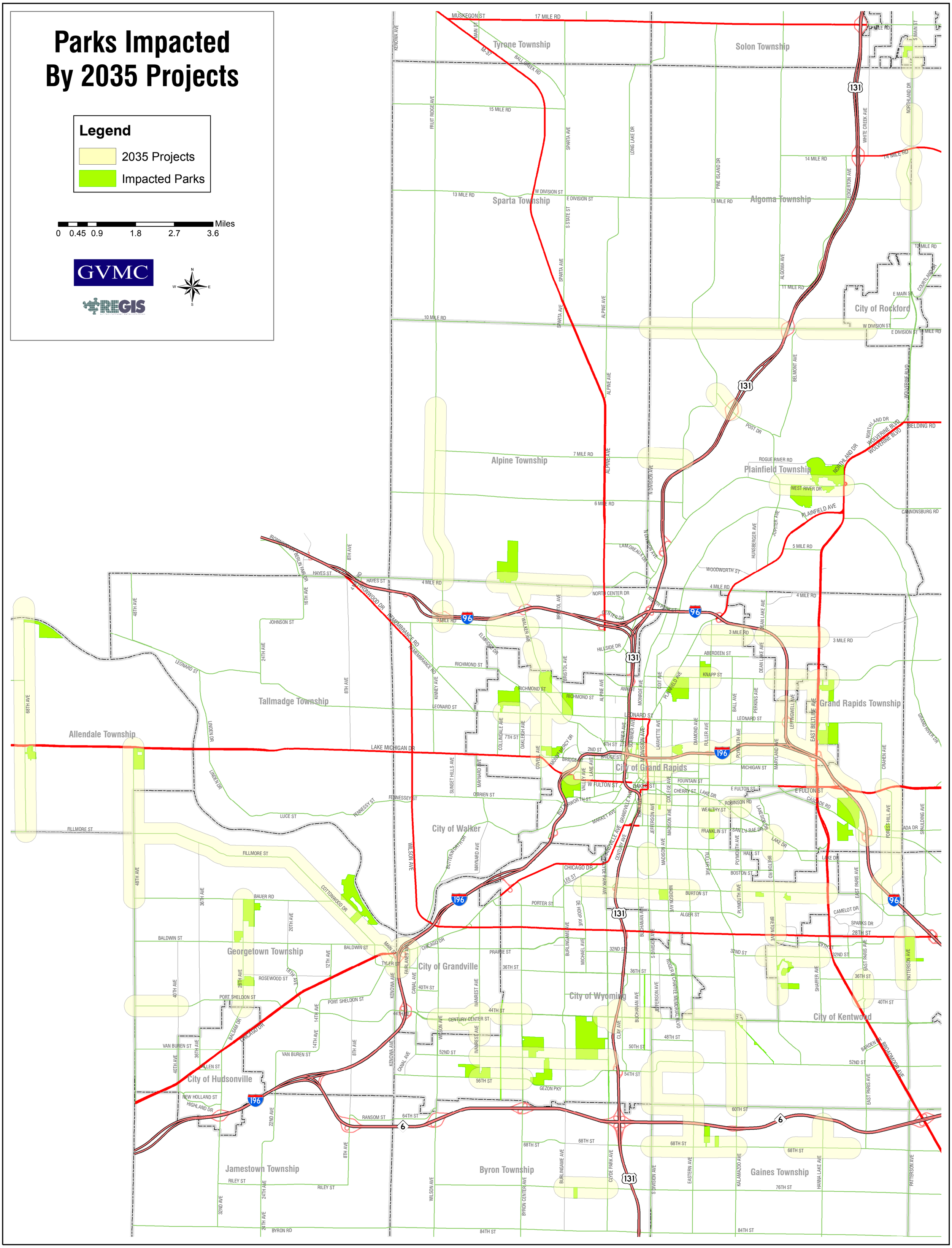

APPENDIX G 5: Environmental Mitigation Map—Water Features

Water Features Impacted By 2035 Projects

Legend

- 2035 Projects
- Impacted Streams
- Impacted Lakes & Ponds

0 0.45 0.9 1.8 2.7 3.6 Miles

GVMC

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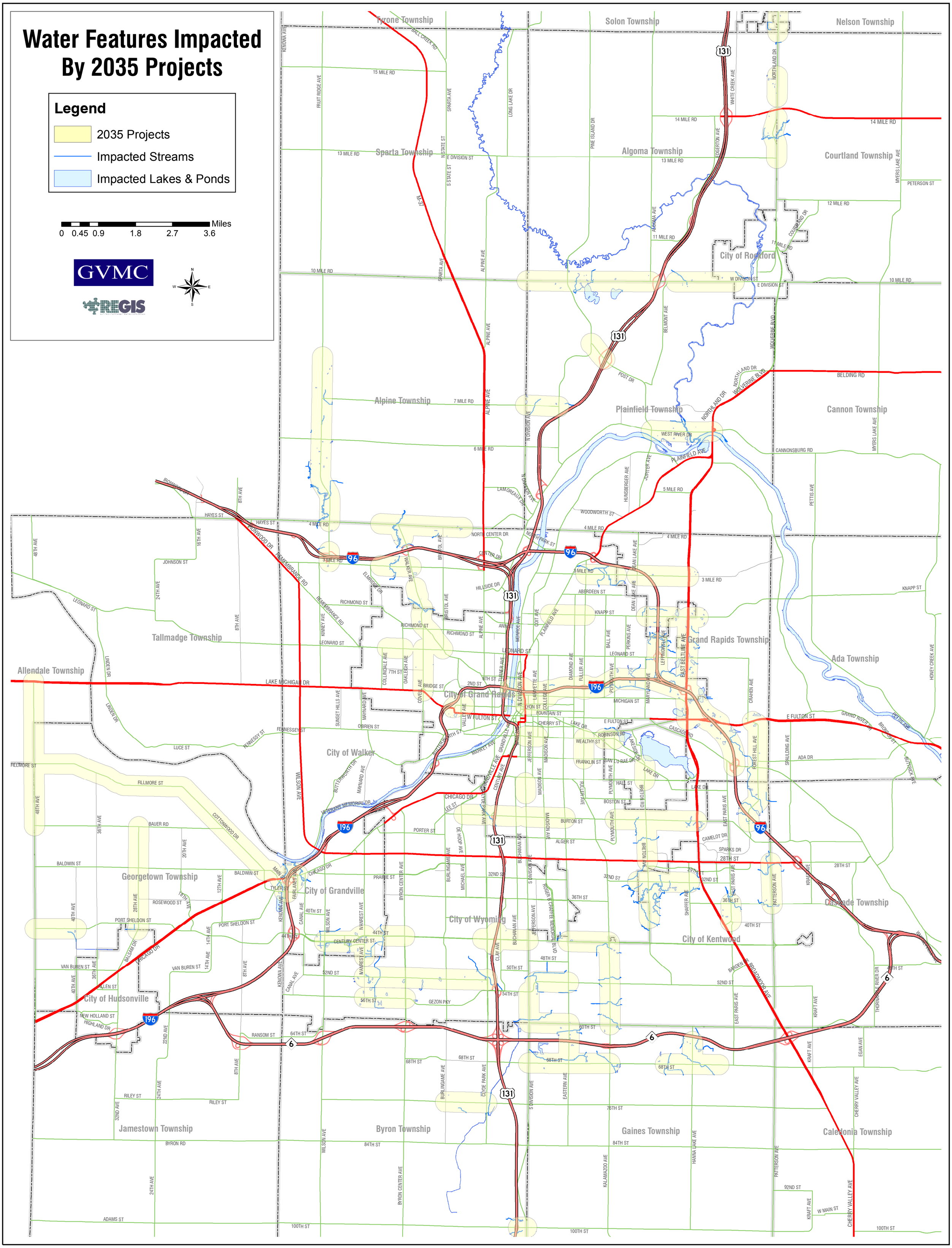


APPENDIX G 6: Environmental Mitigation Map—Wetlands

Wetlands Impacted By 2035 Projects

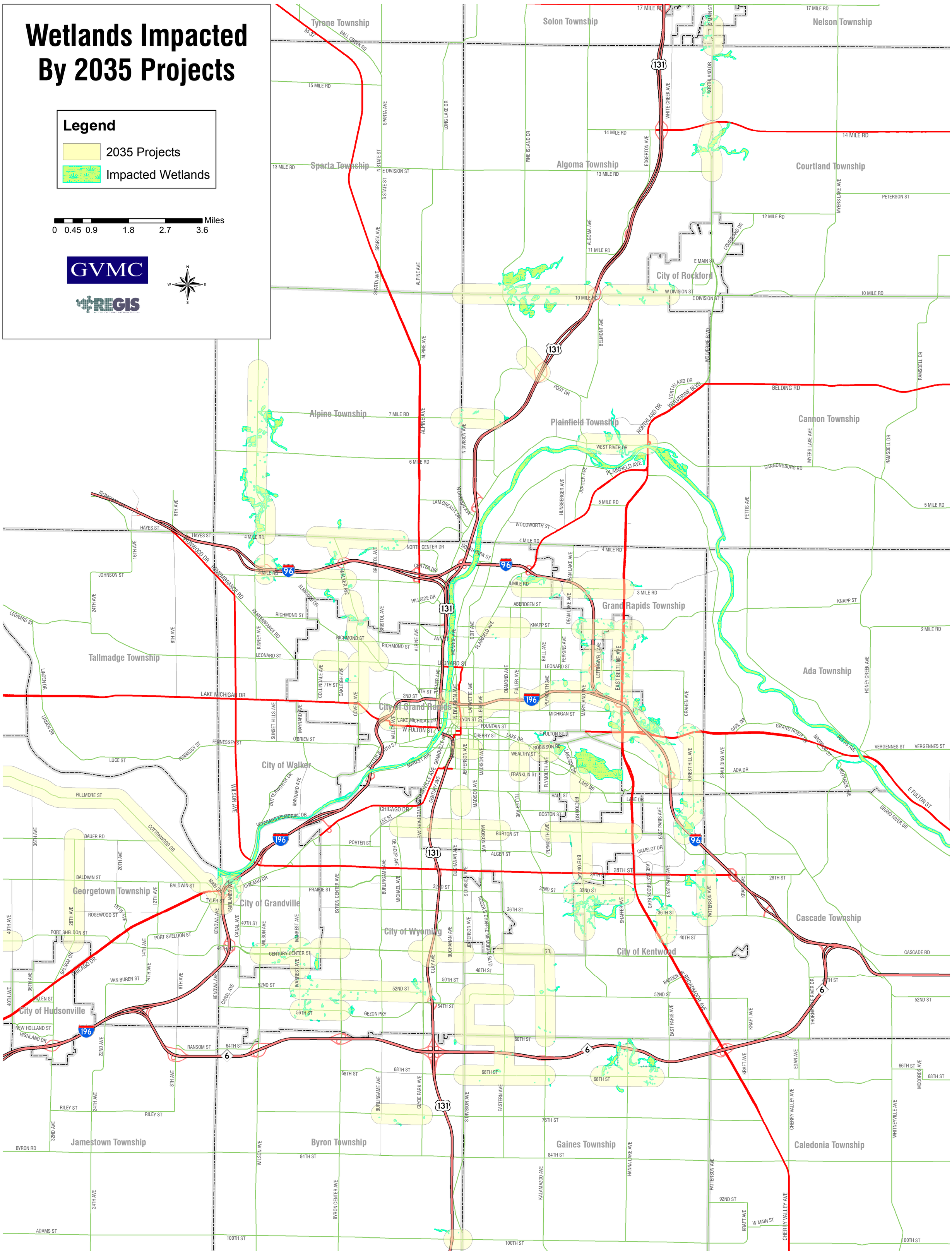
Legend

- 2035 Projects
- Impacted Wetlands

0 0.45 0.9 1.8 2.7 3.6 Miles

GVMC

REGIS



APPENDIX G 7: Environmental Mitigation Map—Woodlands

Woodlands Impacted By 2035 Projects

Legend

- Impacted Woodlands
- 2035 Projects

0 0.5 1 2 3 4 Miles

GVMC

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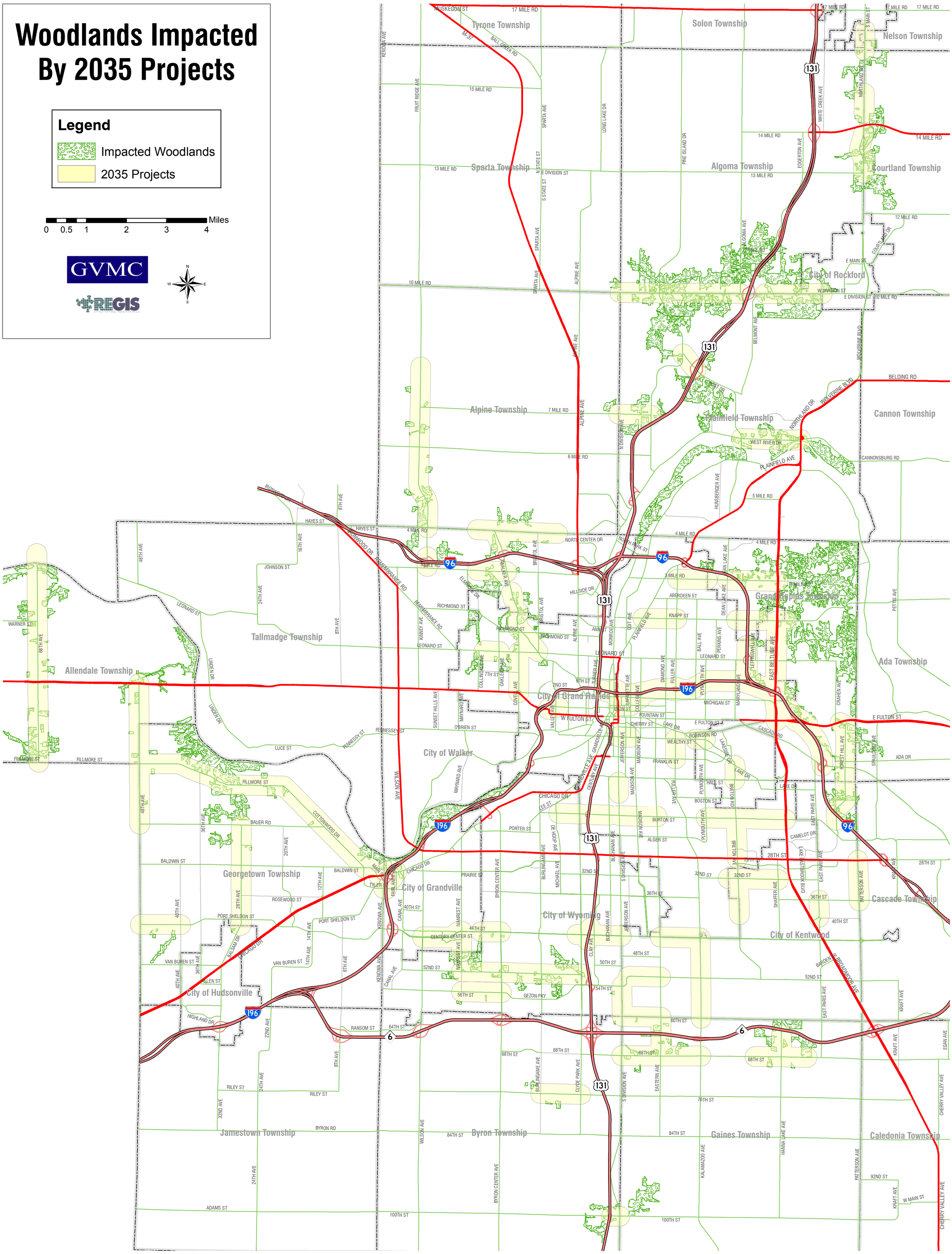
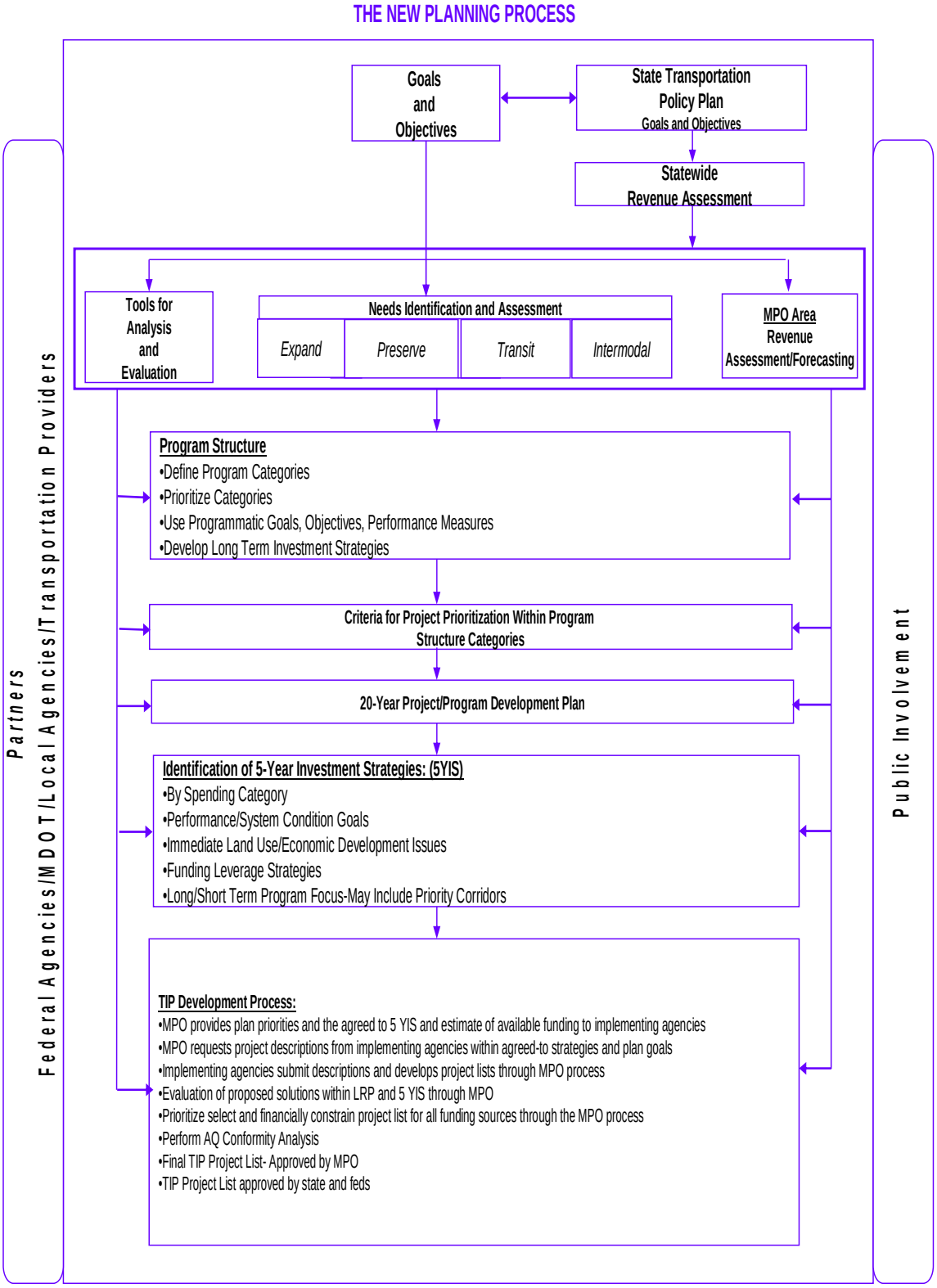


APPENDIX H: The New Planning Process



APPENDIX I: Illustrative Project List

A major identifiable component of this plan is the list of projects that will be undertaken over the next twenty five plus years. The selection of transportation projects is based on technical analyses performed by GVMC Transportation Staff and careful deliberation of the members of the GVMC Transportation Committees. The level of funding for each program and range of years is determined by comprehensive financial analysis from data submitted by local, county, and regional transportation agencies and the Michigan Department of Transportation. Infrastructure projects, while designed to improve areas where improvements are made, have a regional impact as well. It is hoped that the cumulative effect of the projects identified in this Plan will result in a more efficient and effective regional transportation system for the people of the Grand Rapids area.

Projects included beyond the year 2006 are listed as "conceptual improvements". These possible alternatives (heading in the project list) will not become projects until further study is completed through the transportation planning process.

The projects in this list have funding available to be built over the life of the plan. Those projects which are identified but do not have funding are contained in the Illustrative Projects list. The Illustrative Projects are found in Appendix I.

Illustrative State Projects

STATE (MDOT) DEFICIENCIES BY 2035

DRAFT PRIMARY ILLUSTRATIVE LIST

	ROADWAY	FROM	TO	POSSIBLE ALTERNATIVE	PROJECT STATUS	ESTIMATED TOTAL COST
1	M-11 (WILSON AVENUE)	SOUTH OF M-45	I-196	WIDEN TO 5 LANES	ILLUSTRATIVE	$30,000,000
2	US-131	ANN STREET	LEONARD STREET	ADD WEAVE/MERGE LANE BOTH DIRECTIONS	ILLUSTRATIVE	$15,000,000
3	US-131	I-96	10 MILE ROAD	ADD ADDITIONAL THRU LANE IN BOTH DIRECTIONS	ILLUSTRATIVE	$50,000,000
4	I-96	WALKER AVENUE	PLAINFIELD AVENUE	ADD WEAVE/MERGE LANES/OPERATIONAL IMPROVEMENTS	ILLUSTRATIVE	$35,000,000
5	US-131	WEALTHY STREET	28TH STREET	ADD WEAVE/MERGE LANES/OPERATIONAL IMPROVEMENTS	ILLUSTRATIVE	$40,000,000

STATE (MDOT) DEFICIENCIES BY 2035

DRAFT SECONDARY ILLUSTRATIVE LIST

	HIGHWAY SEGMENTS				PROJECT
	ROADWAY	FROM	TO	POSSIBLE ALTERNATIVE	STATUS
1	I-196	US-131	M-45/LAKE MICHIGAN DRIVE	WIDEN TO 6 LANES OR ADD WEAVE/MERGE LANES - ITS EXPANSION	ILLUSTRATIVE
2	I-96	WALKER AVENUE	M-37/ALPINE AVENUE	ADD WEAVE MERGE LANES - ITS EXPANSION	ILLUSTRATIVE
3	I-96	M-37/ALPINE AVENUE	US-131	ADD WEAVE MERGE LANES - ITS EXPANSION - MONITOR TRAFFIC OPERATIONS	ILLUSTRATIVE
4	I-96	LEONARD STREET	M-37/EAST BELTLINE	COMPLETE REVERSE MOVE - CD ROADS TO REDUCE WEAVE- ITS	ILLUSTRATIVE
5	I-96	M-37/EAST BELTLINE	M-21/FULTON STREET	WEAVE/MERGE LANES - COMPLETE FULL INTERCHANGE-ITS	ILLUSTRATIVE
6	I-96	M-21/FULTON STREET	CASCADE ROAD	WIDEN TO 6 LANES WITH W/M LANES - ITS	ILLUSTRATIVE
7	I-96	CASCADE ROAD	M-11/28TH STREET	ADD C/D OR WEAVE LANES IN COORDINATION W/AIRPORT ACCESS STUDY	ILLUSTRATIVE
8	I-96	M-11/28TH STREET	M-6 INTERCHANGE	MONITOR TRAFFIC OPERATIONS, M-6 TRAFFIC, AND AIRPORT ACCESS ALTS	ILLUSTRATIVE
9	I-196	CHICAGO DRIVE	44TH STREET	CONTINUE TO MONITOR TRAFFIC OPERATIONS AND RIVERTOWN TRAFFIC	ILLUSTRATIVE
10	I-196	44TH STREET	M-6 INTERCHANGE	CONTINUE TO MONITOR TRAFFIC OPERATIONS AND RIVERTOWN TRAFFIC	ILLUSTRATIVE
11	I-196	M-6 INTERCHANGE	32ND AVENUE	CONTINUE TO MONITOR TRAFFIC OPERATIONS AND M-6 TRAFFIC- ITS	ILLUSTRATIVE
12	I-96	US-131	M-44/PLAINFIELD AVENUE	ADD WEAVE MERGE LANES - ITS EXPANSION	ILLUSTRATIVE
13	I-96	M-44C/PLAINFIELD AVENUE	LEONARD STREET	CONTINUE TO MONITOR TRAFFIC OPERATION - ITS	ILLUSTRATIVE
14	I-96	M-6 INTERCHANGE	EAST COUNTY LINE	MONITOR TRAFFIC OPERATIONS, M-6 TRAFFIC, AND I-96 EAST ACCESS ALTS	ILLUSTRATIVE
15	US-131	SOUTH COUNTY LINE	76TH STREET	CONTINUE TO MONITOR TRAFFIC OPERATIONS - ITS	ILLUSTRATIVE
16	US-131	36TH STREET	28TH STREET	MONITOR TRAFFIC OPERATIONS - CONTINUE ITS EXPANSION	ILLUSTRATIVE
17	US-131	WEALTHY STREET	PEARL STREET	CONTINUE TO MONITOR TRAFFIC OPERATIONS - ITS	ILLUSTRATIVE
18	US-131	PEARL STREET	I-196 INTERCHANGE	MONITOR TRAFFIC OPERATIONS - CONTINUE ITS EXPANSION	ILLUSTRATIVE
19	US-131	I-196 INTERCHANGE	LEONARD STREET	MONITOR TRAFFIC OPERATIONS - CONTINUE ITS EXPANSION	ILLUSTRATIVE
20	US-131	10 MILE ROAD	14 MILE ROAD	MONITOR TRAFFIC OPERATIONS - CONTINUE ITS EXPANSION	ILLUSTRATIVE

STATE (MDOT) DEFICIENCIES BY 2035

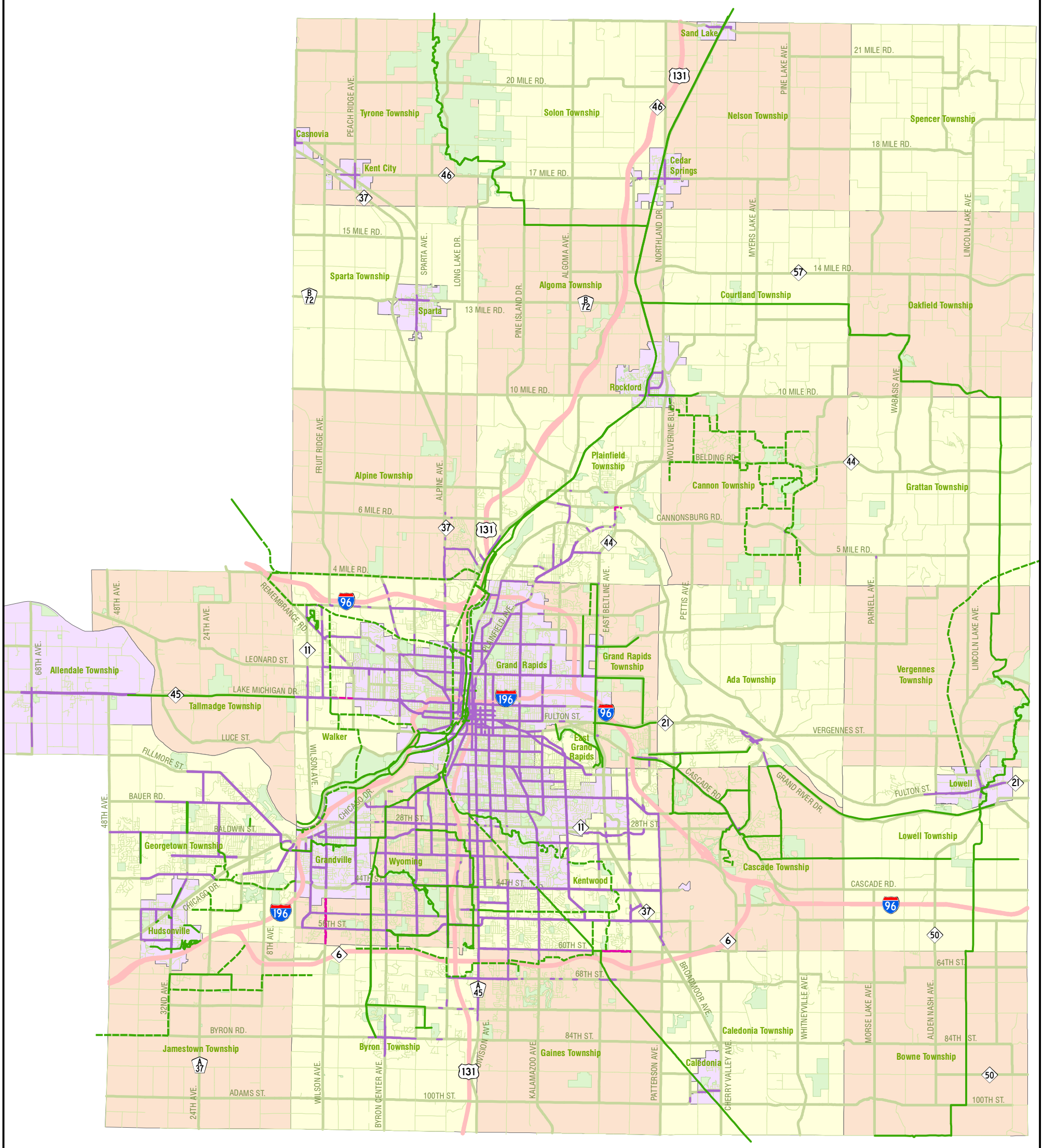
DRAFT SECONDARY ILLUSTRATIVE LIST

ARTERIAL SEGMENTS

	ROADWAY	FROM	TO	POSSIBLE ALTERNATIVE	PROJECT STATUS
1	M-11 (28TH STREET)	BRETON AVENUE	EAST BELTLINE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
2	M-11 (28TH STREET)	BUCHANAN AVENUE	DIVISION AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
3	M-11 (28TH STREET)	BURLINGAME AVENUE	MICHAEL/DEHOOP AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
4	M-11 (28TH STREET)	BYRON CENTER AVENUE	BURLINGAME AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
5	M-11 (28TH STREET)	CLYDE PARK AVENUE	BUCHANAN AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
6	M-11 (28TH STREET)	DIVISION AVENUE	MADISON AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
7	M-11 (28TH STREET)	EAST BELTLINE	LAKE EASTBROOK AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
8	M-11 (28TH STREET)	EAST PARIS AVENUE	PATTERSON AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
9	M-11 (28TH STREET)	EASTERN AVENUE	KALAMAZOO AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
10	M-11 (28TH STREET)	I-196	IVANREST AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
11	M-11 (28TH STREET)	IVANREST AVENUE	BYRON CENTER AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
12	M-11 (28TH STREET)	KALAMAZOO AVENUE	BRETON AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
13	M-11 (28TH STREET)	LAKE EASTBROOK AVENUE	EAST PARIS AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
14	M-11 (28TH STREET)	MADISON AVENUE	EASTERN AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
15	M-11 (28TH STREET)	MICHAEL/DEHOOP AVENUE	CLYDE PARK AVENUE	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
16	M-11 (28TH STREET)	PATTERSON AVENUE	I-96	REVISE 28TH STREET CORRIDOR PLAN	ILLUSTRATIVE
17	M-11 (WILSON AVE)	REMEMBRANCE ROAD	LEONARD STREET	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
18	M-11 (WILSON AVE)	LEONARD STREET	M-45 LAKE MICHIGAN DRIVE	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
19	M-21 (FULTON STREET)	PETTIS AVENUE	ALDEN NASH AVENUE	STUDY	ILLUSTRATIVE
20	M-37 (ALPINE AVENUE)	SOUTH OF 6 MILE	I-96	PENDING CORRIDOR STUDY	ILLUSTRATIVE
21	M-37 (BROADMOOR AVE)	28TH STREET	32ND STREET BRIDGES	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
22	M-37 (BROADMOOR AVE)	92ND AVENUE	COUNTY LINE	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
23	M-37 (BROADMOOR AVE)	NORTH OF 76TH STREET	92ND AVENUE	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
24	M-37 (EAST BELTLINE)	28TH STREET	NORTH OF LAKE EASTBROOK	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
25	M-37 (EAST BELTLINE)	NORTH OF LAKE EASTBROOK	I-96	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
26	M-44 (BELDING ROAD)	WOLVERINE BLVD	MYERS LAKE AVENUE	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
27	M-44 (EAST BELTLINE)	I-96	KNAPP STREET	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
28	M-44 (NORTHLAND DR)	PLAINFIELD AVENUE	BELDING ROAD	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
29	M-44C (PLAINFIELD AVE)	NORTH OF I-96	JUPITER AVENUE EXTENSION	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE
30	M-57 (14 MILE ROAD)	EAST OF US-131	NORTHLAND DRIVE	MONITOR TRAFFIC OPERATIONS - INCREASED TSM - POSSIBLE ITS	ILLUSTRATIVE

APPENDIX J: Regional Nonmotorized Map

Grand Rapids MPO Area
Non-Motorized Map



Map Legend

Trails & Bikeways
- Existing Trails & Bikeways
- Planned Trails & Bikeways

Sidewalks
- Existing Sidewalks (Federal-Aid ONLY)
- Proposed Sidewalks (Federal-Aid ONLY)

Roads & Streets
- Freeways - CLOSED to Non-Motorized Use
- Federal-Aid Roads
- Non Federal-Aid Roads
- Parks, Golf Courses, Green Space, etc.

GVMC

REGIS
REGIONAL GEOGRAPHIC INFORMATION SYSTEM

0 1 2 4 6 8 10 Miles

February 1, 2006

Data Sources

REGIS: Roads & Streets, Parks, Sidewalks
Trails & Bikeways, ITP Transit Routes
Kent Co Parks Dept: Additional Trails & Bikeways
Ottawa County: Additional Trails & Bikeways
Allendale Township: Additional Sidewalks
Georgetown Township: Additional Sidewalks, Trails
Cannon Township: Additional Trails & Bikeways
Kent County Road Commission: Additional Sidewalks
GVMC: M-6 Trail Location
City of Walker: Additional Trails & Sidewalks
City of Wyoming: Additional Trails & Sidewalks
City of Kentwood: Additional Trails & Sidewalks
North Country Trail Association: NCT Location

APPENDIX K: LRTP Amendment, Approved Feb. 7, 2008

Amendments to the Long Range Transportation Plan or the Transportation Improvement Program (TIP) require Federal approval. These changes generally include the addition or deletion of a project, major cost changes, and major changes in project concept or scope and limits. These types of project changes often stimulate a reassessment of the impact each project will have on area air quality and these changes warrant consultation with the general public.

Amendments to the 2035 Long Range Transportation Plan planning document and project list were determined to be required.

Below is a list depicting the name of each project as well as changes to project timing, scope (limits), and funding source.

2035 Long Range Transportation Plan Amendments

4 Mile Road – Peach Ridge Ave. to Walker Ave. limits will be changed to Peach Ridge Ave. to Baumhoff Ave. The project funding will move from Fiscal Year (FY) 2012-2018 EDF-C to FY 2008-2011 STP-U in the Long Range Plan.

4 Mile Road – Walker Ave. to Bristol Ave. limits will be changed to Baumhoff Ave. to east of Bristol Ave. The project funding will move from FY 2012-2018 EDF-C to FY 2008-2011 STP-U in the Long Range Plan.

Division Avenue – 54th St. to 60th St., project funding will move from FY 2008-2011 STP-U to FY 2012-2018 STP-U in the Long Range Plan.

44th Street – Clay Ave. to Buchanan Ave., project funding will move from FY 2008-2011 EDF-C to FY 2012-2018 EDF-C in the Long Range Plan.

44th Street – Buchanan Ave. to Division Ave, project funding will move from FY 2008-2011 EDF-C to FY 2012-2018 EDF-C in the Long Range Plan.

East Paris Avenue – 36th Street to Swank Dr. will be changed in the FY 2008-2011 EDF-C list in the Long Range Plan to reflect new project limits of 36th Street to M-37. The project scope will also be changed from, "widen from 2 lanes to 4 lanes" to, "widen from 2 lanes to 3 lanes".

3 Mile Road – West of Walker Ave. to Peach Ridge limits will be changed to Walker Ave. to Elmridge Ave. in FY 2008-2011 EDF-C of the Long Range Plan. The project scope will also be changed from, "widen from 2 to 4 lanes" to, "widen from 2 to 5 lanes".

West River Drive – Jupiter to Verta limits will be changed to Jupiter to Rogue River Bridge. The project funding will move from FY 2012-2018 STP-U to FY 2008-2011 STP-U in the Long Range Plan.

The Rapid/ITP Bus Rapid Transit Project – a Bus Rapid Transit system in the South Division Corridor which is expected to serve from 60th Street to Wealthy Street as well as Saint Mary's campus, Michigan Hill Medical Corridor, downtown Grand Rapids and the Rapid Central Station, will be added to FY 2008-2011 of the Long Range Plan. This project was previously listed in the illustrative list of the Long Range Plan.

As a result of some of these project changes, a reassessment of air quality conformity was required and conducted, and can be found within Appendix F of this document.

As part of the amendment process, public input was sought in accordance with the Grand Valley Metropolitan Council Transportation Participation Plan, including a comprehensive mailing to our Consultation List, public notice in the Grand Rapids Press newspaper, and two public meetings. Documentation of the public participation process may be found in the following pages and includes:

1) Consultation mailing items: Memorandum, List of LRTP Amendments, and Consultation List
2) A copy of the notice posted in the Grand Rapids Press, December 14, 2007
3) Public comments received and responses
4) Opportunity for Public Comment notice posted at www.gvmc.org, at GVMC offices (40 Pearl Street, N.W., Suite 410 Grand Rapids, MI 49503), and sent to the Technical Committee Members as part of the GVMC Technical Committee meeting

A sign in sheet from our two public meetings, held at the Wyoming Public Library on Tuesday, January 8, 2007 were not included, as no members of the public chose to attend.

1) Consultation mailing items: Memorandum, List of LRTP Amendments, and Consultation List

GVMC

GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • 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 • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: December 11, 2007

TO: Consultation Agencies and Individuals

FROM: Andrea Dewey, Transportation Planner

RE: 2035 Long Range Transportation Plan and 2008-2011 Transportation Improvement Program Amendments

The Grand Valley Metropolitan Council is seeking input on amendments to its 2035 Long Range Transportation Plan and FY 2008-2011 Transportation Improvement Program (TIP). The purpose for this notification is to promote cooperation and consultation in the transportation planning process with agencies that are responsible for environmental protection, historical preservation, natural resource management, transportation services, economic development, human services, and land use planning as well as individuals and groups that are interested and impacted by transportation projects.

An amendment is needed for both planning documents because of changes in project timing and project scope. For the Long Range Plan, nine projects had scope changes, funding changes, or year changes and one project was added: The Rapid/ITP Bus Rapid Transit Project. For the TIP, three projects were added, three projects were deleted, and two projects had scope changes. This amendment warrants a reassessment of the air quality conformity findings for the area. The revised air quality conformity analysis is also available for public comment at this time. Enclosed is a document briefly explaining these changes. For a complete list of projects and copies of the documents, please visit our website at www.gvmc.org.

Please review the list of the proposed project changes and forward any comments and concerns you may have by January 14, 2008. Your comments are an integral part of the transportation planning process and we appreciate your input to identify potential issues. Additionally, two public meetings will be held on **Tuesday, January 8, 2007** from **3:30-5:00 PM** and from **6:00-7:30 PM** at the **Wyoming Library** (3350 Michael Ave SW) to seek public comment.

If you have any questions or comments or wish to speak with Grand Valley Metropolitan Council staff regarding the proposed amendments to the 2035 Long Range Transportation Plan or the 2008-2011 Transportation Improvement Program, please use the contact information below. Thank you in advance for your attention to this matter.

Sincerely,

Andrea S. Dewey

Andrea S. Dewey
Transportation Planner
Grand Valley Metropolitan Council
40 Pearl St. NW, Suite 410
Grand Rapids, MI 49503

P: (616) 776-7601
F: (616) 774-9292
E-mail: andrea.dewey@gvmc.org

Enclosure

2035 Long Range Transportation Plan and 2008-2011 Transportation Improvement Plan Amendments

Amendments to the Long Range Transportation Plan or the Transportation Improvement Program (TIP) require Federal approval. These changes generally include the addition or deletion of a project, major cost changes, and major changes in project concept or scope and limits. These types of project changes often stimulate a reassessment of the impact each project will have on area air quality and these changes warrant consultation with the general public.

Amendments to both the Long Range Transportation Plan and the Transportation Improvement Program planning documents and project lists must be made for the projects listed below. This list shows the name of each project as well as changes to project timing and scope (limits). To view these two planning documents in their entirety, please visit www.gvmc.org. Thank you for your input.

2035 Long Range Transportation Plan Amendments

4 Mile Road – Peach Ridge Ave. to Walker Ave. limits will be changed to Peach Ridge Ave. to Baumhoff Ave. The project funding will move from Fiscal Year (FY) 2012-2018 EDF-C to FY 2008-2011 STP-U in the Long Range Plan.

4 Mile Road – Walker Ave. to Bristol Ave. limits will be changed to Baumhoff Ave. to east of Bristol Ave. The project funding will move from FY 2012-2018 EDF-C to FY 2008-2011 STP-U in the Long Range Plan.

Division Avenue – 54th St. to 60th St., project funding will move from FY 2008-2011 STP-U to FY 2012-2018 STP-U in the Long Range Plan.

44th Street – Clay Ave. to Buchanan Ave., project funding will move from FY 2008-2011 EDF-C to FY 2012-2018 EDF-C in the Long Range Plan.

44th Street – Buchanan Ave. to Division Ave, project funding will move from FY 2008-2011 EDF-C to FY 2012-2018 EDF-C in the Long Range Plan.

East Paris Avenue – 36th Street to Swank Dr. will be changed in the FY 2008-2011 EDF-C list in the Long Range Plan to reflect new project limits of 36th Street to M-37. The project scope will also be changed from, "widen from 2 lanes to 4 lanes" to, "widen from 2 lanes to 3 lanes".

3 Mile Road – West of Walker Ave. to Peach Ridge limits will be changed to Walker Ave. to Elmridge Ave. in FY 2008-2011 EDF-C of the Long Range Plan. The project scope will also be changed from, "widen from 2 to 4 lanes" to, "widen from 2 to 5 lanes".

West River Drive – Jupiter to Verta limits will be changed to Jupiter to Rogue River Bridge. The project funding will move from FY 2012-2018 STP-U to FY 2008-2011 STP-U in the Long Range Plan.

The Rapid/ITP Bus Rapid Transit Project – a Bus Rapid Transit system in the South Division Corridor which is expected to serve from 60th Street to Wealthy Street as well as Saint Mary's campus, Michigan Hill Medical Corridor, downtown Grand Rapids and the Rapid Central Station, will be added to FY 2008-2011 of the Long Range Plan. This project was previously listed in the illustrative list of the Long Range Plan.

2008-2011 Transportation Improvement Program Amendments

4 Mile Road – Peach Ridge Ave. to Baumhoff Ave, will be an addition to FY 2010 STP-U of the TIP. This project was previously listed in the illustrative list of the TIP.

4 Mile Road – Baumhoff Ave. to east of Bristol Ave, will be an addition to FY 2011 STP-U of the TIP. This project was previously listed in the illustrative list of the TIP.

Division Avenue – 54th St. to 60th St., will be deleted from FY 2008-2011 STP-U of the TIP.

44th Street – Clay Ave. to Buchanan Ave, will be deleted from FY 2011 STP-U of the TIP.

44th Street – Buchanan Ave. to Division Ave, will be deleted from FY 2011 STP-U of the TIP.

East Paris Avenue – 36th Street to Swank Dr. will be changed in the FY 2008 EDF-C list of the TIP to reflect new project limits of 36th Street to M-37. The project scope will also be changed from, "widen from 2 lanes to 4 lanes" to, "widen from 2 lanes to 3 lanes".

3 Mile Road – West of Walker Ave. to Peach Ridge will be changed in the FY 2010 EDF-C list of the TIP to reflect new project limits of Walker Ave. to Elmridge Ave. The project scope will also be changed from, "widen from 2 to 4 lanes" to, "widen from 2 to 5 lanes".

West River Drive – Jupiter to Verta limits will change to Jupiter to the Rogue River Bridge and the project will be an addition to FY 2011 STP-U of the TIP. The project was originally listed under 2012-2018 STP-U of the Long Range Plan.

Some Relevant Definitions – *for a complete list of definitions see Appendix B of the LRTP*

Long Range Transportation Plan (LRTP)

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

Transportation Improvement Program (TIP)

A document prepared by States and MPOs citing projects to be funded under federal transportation program for a four-year period.

Surface Transportation Program – Urban (STP-U)

Federal funding category geared specifically to urbanized areas

Transportation Economic Development Funds – Category C (EDF-C)

This general program has different lettered categories A through F that provide competitive statewide funding for roadways of different types that serve economic development purpose.

CONSULTATION LIST OF RECIPIENTS

First Name	Last Name	Company	Address	City, State, Zip
Cindy	Bartman	City of East Grand Rapids	750 Lakeside Dr. SE	E. Grand Rapids, MI 49506
Pamela	Benjamin	Eastown Neighborhood Assn.	415 Ethel Ave. SE	E. Grand Rapids, MI 49506
Dale	Bergman	Sparta Township	160 E. Division St.	Sparta, MI 49345
Wanda	Bierman	Kent County Health Department	700 Fuller Ave. NE	Grand Rapids, MI 49503
Dorothy	Bishop	Nelson Township	2 Maple St.	Sand Lake, MI 49343
Paula	Blumm	Lowell Charter Township	2910 Alden Nash Ave. SE	Lowell, MI 49331
Larry	Borum	Grand Rapids Urban League	745 Eastern Ave. SE	Grand Rapids, MI 49503
Lois	Brinks	American Red Cross	313 W. Webster Ave.	Muskegon, MI 49440
James	Buck	City of Grandville	3195 Wilson Ave. SW	Grandville, MI 49418
Steven T.	Buckner	Village of Kent City	PO Box 296	Kent City, MI 49330
Tom	Bulten	Oakdale Neighbors Information	1260 Kalamazoo Ave. SE	Grand Rapids, MI 49507
Bill	Byl	Kent County Drain Commission	1500 Scribner Ave. NW	Grand Rapids, MI 49504
Michelle E.	Cameron	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Peter	Chan	WXMI Channel 17	3117 Plaza Drive NE	Grand Rapids, MI 49525
Brian	Cloyd	Steelcase, Inc.	P.O. Box 1967	Grand Rapids, MI 49501
Jeff	Cranson	Grand Rapids Press	155 Michigan St. NW	Grand Rapids, MI 49503
John	Crawford	Wyoming - Kentwood Chamber Of Commerce	590 32nd Street SE	Wyoming, MI 49548
Kathy	Crosby	Goodwill Industries	3035 Prairie St. SW	Grandville, MI 49418
Sam	Cummings	Second Story Properties	15 Ionia Ave. SW	Grand Rapids, MI 49503
Fran	Dalton	St. Stephens	728 Fuller Ave. NE	Grand Rapids, MI 49503
Monte	Davis	Match-E-Be-Nash-She-Wish Band of Potawatomi Indians	1743 142nd Ave, PO Box 218	Dorr, MI 49323
Chuck	Davison	Alticor Inc.	7575 E. Fulton St.	Ada, MI 49355
William	Dean	Oakfield Township	10300 14 Mile Rd. NE	Rockford, MI 49341
David	Dewey	Village of Sand Lake	2 Maple St.	Sand Lake, MI 49343
Alex	DeYonker	Warner, Norcross & Judd, LLP	111 Lyon St. NW, Ste. 900	Grand Rapids, MI 49503
Pam	Doty-Nation	Habitat for Humanity	539 New SW	Grand Rapids, MI 49503
Beverly	Drake	ACSET Council	144 East Fulton St.	Grand Rapids, MI 49503
Robert	Ellick	Solon Township	2305 19 Mile Rd. NW	Cedar Springs, MI 49319
Jeanne	Englehart	Grand Rapids Area Chamber of Commerce	111 Pearl St. NW	Grand Rapids, MI 49503
Don	Faass		7374 Grachen SE	Grand Rapids, MI 49549
Tom	Fehsenfeld	Crystal Flash	3460 Reeds Lake Blvd. SE	Grand Rapids, MI 49506
Randolph	Flechsig	Davenport University	415 East Fulton St.	Grand Rapids, MI 49503
Frank	Force	Grattan Township	12050 Old Belding Rd. NE	Belding, MI 48809
Richard	Granse	Friends of the White Pine Trail	7259 Packer Dr. NE	Belmont, MI 49306
Cheryl	Grant	WZZM TV 13 (ABC)	PO Box Z	Grand Rapids, MI 49501
Susan	Haddix	Windmill Pointe	588 48th St. SE	Kentwood, MI 49508
George	Heartwell	City of Grand Rapids	300 Monroe Ave. NW	Grand Rapids, MI 49503
Dennis	Hoemke	Algoma Township	10531 Algoma Ave. NE	Rockford, MI 49341
Jack	Hoffman	Wheeler, Upham, P.C.	40 Pearl St. NW 2nd Floor	Grand Rapids, MI 49503
Mort	Hoffman		42 Robinhood Dr. SE	Grand Rapids, MI 49546
Mary	Hollinrake	Kent County	300 Monroe Ave. NW	Grand Rapids, MI 49503
Rachael	Hood	West MI Environmental Action Council	1007 Lake Dr. SE	Grand Rapids, MI 49506
Kenneth	Hoskins	Grand Rapids Public Schools	1051 Evergreen SE	Grand Rapids, MI 49507
Melinda	Howard	Kentwood Estates	4737 Flying Eagle SE	Kentwood, MI 49508
Jerry	Hunsburger	Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
Rand	Kahrs	Village of Casnovia	PO Box 36	Casnovia, MI 49318
Nancy	Kehoe	Heart of West Michigan United Way	118 Commerce Ave. SW	Grand Rapids, MI 49503

First Name	Last Name	Company	Address	City, State, Zip
Curt	Kemppainen	Kent County Dept. of Public Works	1500 Scribner Ave. NW	Grand Rapids, MI 49503
Jeff	Knapp	Spencer Township	14960 Meddler Ave. NE	Gowen, MI 49326
John	Koches	Grand Valley State University	740 West Shoreline Drive	Muskegon, MI 49441
Ronald	Koehler	Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
Joan	Konyndyk	Hope Network	PO Box 141	Grand Rapids, MI 49501
Daniel	Krueger	Ottawa County	414 Washington St., Room 301	Grand Haven, MI 49417
Katherine	Kuhn		2037 Swensberg Ave. NE	Grand Rapids, MI 49505
Ray B.	Lanning		415 Paris Ave. SE	Grand Rapids, MI 49503
Susie	Logie		601 Cherry St. SE	Grand Rapids, MI 49503
Jim	Loy	WOOD TV 8 News Department	120 College Ave. SE	Grand Rapids, MI 49503
Peter	MacGregor	Cannon Township	6878 Belding Rd. NE	Rockford, MI 49341
Tom	McDonald		7287 Denison SE	Grand Rapids, MI 49546
Jim	Miedema	Jamestown Township	PO Box 88	Jamestown, MI 49427
Richard	Moll	City of Rockford	7 S. Monroe St., PO Box 561	Rockford, MI 49341
James	Moyer	Grand Valley State University	1 Campus Drive	Allendale, MI 49401
Mark	Murray	Meijer, Inc.	2929 Walker Ave. NW	Grand Rapids, MI 49544
Charles	Myers	City of Lowell	301 E. Main St.	Lowell, MI 49331
Ronald	Newsome	South East End Neighborhood Assn.	900 Fuller Ave. SE	Grand Rapids, MI 49506
Juan	Olivarez	Grand Rapids Community College	143 Bostwick Ave. NE	Grand Rapids, MI 49503
Barbara	Pekich	Heartside Ministry	54 S. Division St.	Grand Rapids, MI 49503
Edie	Pettis	Pettis Farms	PO Box 455	Ada, MI 49301
Chuck	Porter	Courtland Township	8715 Whittall St. NE	Rockford, MI 49341
Jan	Preoli	Friends of the White Pine Trail	PO Box 159	Belmont, MI 49306
Patricia	Pulliam	Grand Rapids Times	2016 Eastern Ave. SE	Grand Rapids, MI 49507
Lynn	Rabaut	City of Grand Rapids	1071 Cherrywood Lane NE	Grand Rapids, MI 49505
Ken & Maureen	Radlick		1891 Thornapple River Dr. SE	Grand Rapids, MI 49546
Rosemary	Ramos	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Kathleen	Ray		5792 Rollaway Drive NE	Comstock Park, MI 49321
Esther	Reyes	Garfield Park Neighborhoods Association	334 Burton St. SE	Grand Rapids, MI 49507
Pamela	Ritsema	City of Grand Rapids	50 Ottawa NW	Grand Rapids, MI 49501
Rick	Root	City of Kentwood	4900 Breton Ave. SE, PO Box 8848	Kentwood, MI 49518
Judy	Rose	Black Hills Citizens for a Better Community	939 Kensington Ave SW	Grand Rapids, MI 49503
Becky	Rozeboom	Neighborhood Associations Overview Map Information	1239 Fuller Ave SE	Grand Rapids, MI 49506
Kent	Rubley	Ottawa Co. Road Commission	PO Box 739	Grand Haven, MI 49417
Roger	Rycenga	Ottawa County Commissioner	10170 76th Ave.	Allendale, MI 49401
Tim	Sandifer	South East Community Association	1408 Madison Ave. SE	Grand Rapids, MI 49507
Rob	Sanford	WCUZ Radio News	77 Monroe Center Suite 1000	Grand Rapids, MI 49503
Keary	Sawyer		418 College Ave. NE	Grand Rapids, MI 49503
John	Scholtz	Ottawa County Parks & Recreation	12220 Fillmore St. Rm 331	West Olive, MI 49460
Amy B.	Schreiner	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Norm	Sevensma	West MI Environmental Action Council	2612 Hamphsire Blvd. SE	E. Grand Rapids, MI 49506
Dan	Shepard	Little River Band of Ottawa Indians	375 River Street	Manistee, MI 49660
Joe	Sibley	Disability Advocates of Kent County	3600 Camelot SE	Grand Rapids, MI 49546
Sandy	Simon	AAA of Michigan	6305 Kenowa Ave. SW	Grandville, MI 49418
Rosa L.	Smith	Kentwood Pines N.A.	4637 Potter Ave SE	Kentwood, MI 49508
James	Stanton		359 Briarwood Ave. SE	E. Grand Rapids, MI 49506

First Name	Last Name	Company	Address	City, State, Zip
Ione	Stark	Tyrone Township	28 E. Muskegon St. PO Box 275	Kent City, MI 49330
Ron	Stonehouse	Kent County	300 Monroe Ave. NW, City Hall Rm. 460	Grand Rapids, MI 49503
Dennis	Sturtevant	Dwelling Place of Grand Rapids	101 Sheldon Blvd. SE, Ste. 2	Grand Rapids, MI 49503
Debra	Taliaferro		5522 Claudia Ave. SE	Grand Rapids, MI 49548
Tom	Tilma		1635 Hall Street SE	Grand Rapids, MI 49506
Carol	Valade	Grand Rapids Business Journal	549 Ottawa Ave. NW, Ste. 201	Grand Rapids, MI 49503
Rob	Verheulen	City of Walker	4243 Remembrance Rd. NW	Walker, MI 49534
Michelle	Visscher	Commission for the Blind	350 Ottawa Ave. NW	Grand Rapids, MI 49503
Steven	Waalkes	Michigan Concrete Paving Assn.	6757 Cascade Rd. SE, Ste. 190	Grand Rapids, MI 49546
John D.	Warners	Leisure South Condominiums	5706 Leisure South Dr. SE	Kentwood, MI 49548
Christian	Wenger	Bowne Township	PO Box 35	Alto, MI 49302
Bill	Wiersma	Tallmadge Township	0-1451 Leonard St. NW	Grand Rapids, MI 49544
Paul & Joan	Williams	Princeton Estates	1667 Lockmere Dr. SE	Kentwood, MI 49508
Steve	Wilson	Grand Rapids Visitors & Convention Bureau	171 Monroe Ave NW, Suite 700	Grand Rapids, MI 49503
Tim	Wittenbach	Vergennes Township	10381 Bailey Dr., PO Box 208	Lowell, MI 49331
Mike	Wyngarden	Advance Newspapers	PO Box 9	Jenison, MI 49429
Dave	Zylstra	Caledonia Charter Township	250 Maple, PO Box 288	Caledonia, MI 49316
		4-C Regional Child Care	233 E. Fulton St.	Grand Rapids, MI 49503
		A Better Grand Rapids Limousine Svc.	1426 Lake Grove SE	Grand Rapids, MI 49546
		A Prestige Service	115 Valley Ave. NW	Grand Rapids, MI 49504
		Advance Transportation Co.	3101 Ken-O-Sha Industrial Ct. SE	Grand Rapids, MI 49508
		Aero Med-Air Medical Transport	100 Michigan St. NE	Grand Rapids, MI 49503
		Air Ambulance by Life EMS	1275 Cedar St. NE	Grand Rapids, MI 49503
		Alger Heights Neighborhood Assn.	PO Box 7809	Grand Rapids, MI 49510
		Alvan Motor Freight Inc.	3890 Eastern Ave. SE	Grand Rapids, MI 49508
		AMB-U-CAB by G.R. Veterans	517 S. Division Ave.	Grand Rapids, MI 49503
		American Cancer Society	400 Ann St. NW, Ste. 202	Grand Rapids, MI 49504
		American Civil Liberties Union	4417 Broadmoor Ave. SE	Grand Rapids, MI 49512
		Amway Hotel	187 Monroe Ave. NW	Grand Rapids, MI 49503
		Aquinas College	1607 Robinson Rd. SE	Grand Rapids, MI 49506
		Area Agency on Aging	1279 Cedar NE	Grand Rapids, MI 49503
		Arts Council of Greater Grand Rapids	PO Box 2265	Grand Rapids, MI 49501
		Association For Retarded Citizens	1331 Lake Dr. SE	Grand Rapids, MI 49503
		Baxter Community Center	935 Baxter St. SE	Grand Rapids, MI 49506
		Baxter Neighborhood Association	722 Eastern Ave. SE	Grand Rapids, MI 49507
		Bethany Christian Services	901 Eastern Ave. NE	Grand Rapids, MI 49503
		Big Brothers Big Sisters	805 Leonard St. SW	Grand Rapids, MI 49503
		Black Hills Citizens Group	939 Kensington SW	Grand Rapids, MI 49503
		Blandford Nature Center	1715 Hillburn NW	Grand Rapids, MI 49504
		Calder City Taxi	PO Box T	Grand Rapids, MI 49501
		Calvin College	3201 Burton St. SE	Grand Rapids, MI 49546
		Catholic Social Services	40 Jefferson Ave. SE	Grand Rapids, MI 49503
		Cherry Hill Historic District	211 Henry SE	Grand Rapids, MI 49503
		City of Cedar Springs	314 Ronald St.	Cedar Springs, MI 49319
		Coalition for the Preservation of the Grand River	4642 Abrigador Trail NE	Comstock Park, MI 49321
		Columbian Distribution	900 Hall St. SW	Grand Rapids, MI 49503
		Conrail	882 Hynes SW	Grand Rapids, MI 49507

First Name	Last Name	Company	Address	City, State, Zip
		Con-Way Central Express Inc.	5350 Kraft Ave. SE	Grand Rapids, MI 49512
		Cornerstone & Baptist Seminary	1001 East Beltline Ave. NE	Grand Rapids, MI 49525
		Creston Neighborhood Association	205 Carrier St. NE	Grand Rapids, MI 49505
		CSX Railroad	500 Waters St.	Jacksonville, FL 32202
		Dakotah Family Treatment Center	750 Cherry St. SE	Grand Rapids, MI 49506
		East Hills Council of Neighbors	131 Eastern SE	Grand Rapids, MI 49503
		East Hills Neighborhood Association	131 Eastern Ave. SE	Grand Rapids, MI 49503
		Easter Seal Society	4065 Saladin Dr. SE	E. Grand Rapids, MI 49506
		Environmental Protection Agency - Region 5	77 West Jackson Blvd.	Chicago, IL 60604
		Fair Housing Center of Greater Grand Rapids	1514 Wealthy St. SE, Ste. 226	Grand Rapids, MI 49506
		Family Outreach Program	1939 S. Division Ave.	Grand Rapids, MI 49507
		February Fourteen, Inc.	4525 50th St. SE	Grand Rapids, MI 49512
		Fish and Wildlife Service	2651 Coolidge Rd.	E. Lansing, MI 48823
		Fish-For-My-People	946 Brownell SE	Grand Rapids, MI 49508
		Fulton Heights Neighborhood Association	221 Baynton Ave. NE	Grand Rapids, MI 49503
		G.R. Ford International Airport	5500 44th St. SE	Grand Rapids, MI 49512
		Gainey Transportation Services	5976 Clay Ave. SW	Grand Rapids, MI 49548
		Garfield Park Neighborhood Assn.	334 Burton SE	E. Grand Rapids, MI 49507
		Gerontology Network Service	516 Cherry St. SE	Grand Rapids, MI 49508
		Gra-Bell Truck Line, Inc.	A-5253 144th Ave.	Holland, MI 49422
		Grand Action	160 Ottawa Ave. NW, Ste. 205F	Grand Rapids, MI 49503
		Grand Rapids Air Pollution Control	300 Monroe Ave. NW	Grand Rapids, MI 49503
		Grand Rapids Audubon Club	2021 Valentine NE	Grand Rapids, MI 49503
		Grand Rapids Community College	143 Bostwick Ave. NE	Grand Rapids, MI 49503
		Grand Rapids Community Foundation	161 Ottawa Ave. NW, Ste. 209 C	Grand Rapids, MI 49503
		Grand Rapids Downtown Development Authority	300 Monroe Ave. NW	Grand Rapids, MI 49503
		Grand Rapids Public Schools	1331 Franklin St. SE	Grand Rapids, MI 49506
		Grand Rapids Towing	5510 Clay Ave. SW	Grand Rapids, MI 49548
		Grand Rapids Youth Commonwealth	235 Straight St. NW	Grand Rapids, MI 49507
		Grand Valley State University	401 W Fulton St., #202C	Allendale, MI 49401
		Grassmid Transport	9525 Ransom St.	Zeeland, MI 49464
		GROW	25 Sheldon Ave. SE	Grand Rapids, MI 49503
		Hampton Meadows	2957 Wingate Dr. SE	Kentwood, MI 49508
		Health Care Associates of G.R.	3101 Prairie St. SW	Grandville, MI 49418
		Heartside/Downtown Neighborhood Assn.	54 South Division Ave.	Grand Rapids, MI 49503
		Heritage Hill Association	126 College Ave. SE	Grand Rapids, MI 49503
		Highland Park Association	725 Eastern Ave. NE	Grand Rapids, MI 49503
		Hispanic Center of W. Michigan	730 Grandville Ave. SW	Grand Rapids, MI 49503
		Historic Preservation	227 College Ave. SE	Grand Rapids, MI 49503
		Hospice of Grand Rapids	1260 Eckhart NE	Grand Rapids, MI 49503
		Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49501
		International Tree Corps.	1900 Wealthy St. SE, Ste. 290	E. Grand Rapids, MI 49506
		ITP - The Rapid	300 Ellsworth Ave. SW	Grand Rapids, MI 49503
		ITT Technical Institute	4020 Sparks Dr. SE	Grand Rapids, MI 49546
		John Ball Park Community Association	71 Richards Ave. NW	Grand Rapids, MI 49504
		John Ball Zoo	1300 W. Fulton St.	Grand Rapids, MI 49504
		Kendall College of Art/Design	111 N. Division Ave.	Grand Rapids, MI 49503
		Kent Community Hospital	750 Fuller Ave. SE	Grand Rapids, MI 49503

First Name	Last Name	Company	Address	City, State, Zip
		Kent Conservation District	3260 Eagle Park Dr. NE	Grand Rapids, MI 49525
		Kent County Farm Service Agency	3260 Eagle Park Dr. NE, Ste. 101	Grand Rapids, MI 49525
		Kent County Parks Department	1700 Butterworth Dr. SW	Grand Rapids, MI 49534
		Kent County Social Services	415 Franklin St. SE	Grand Rapids, MI 49507
		Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
		Kent Michigan State University Extension	775 Ball Ave. NE	Grand Rapids, MI 49503
		Land Conservancy of West Michigan	1345 Monroe Ave. NW, Ste. 324	Grand Rapids, MI 49505
		League of Women Voters	735 Clark Crossing	Grand Rapids, MI 49506
		Lesbian & Gay Community Network	343 Atlas Ave. SE	Grand Rapids, MI 49506
		Mackinac Chapter-Sierra Club	109 East Grand River	Lansing, MI 48906
		MARP	3903 Navaho SW	Grandville, MI 49418
		Mary Free Bed Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49503
		MC Smith & Associates	529 Greenwood SE	Grand Rapids, MI 49506
		Meadowlawn Neighborhood Assn.	4838 Aleda SE	Kentwood, MI 49508
		Mercy Ambulance Service	517 S. Division St.	Grand Rapids, MI 49503
		Metropolitan Hospital	PO Box 916	Wyoming, MI 49509
		MI Assn. For the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
		MI Black Expo	323 S. Division St.	Grand Rapids, MI 49503
		MI United Conservation Club	3747 Hordyk NE	Grand Rapids, MI 49505
		Michigan Dept. of Agriculture	PO Box 30017	Lansing, MI 48909
		Michigan Dept. of Community Health	201 Townsend St.	Lansing, MI 48913
		Michigan Dept. of Environmental Quality	4460 44th St. SE, Ste. E	Kentwood, MI 49512
		Michigan Dept. of Natural Resources	Mason Building, Sixth Floor, PO Box 30028	Lansing, MI 48909
		Michigan Economic Development Corporation	300 North Washington Square	Lansing, MI 48913
		Michigan Historical Center	PO Box 30740	Lansing, MI 48909
		Michigan Oaks Neighborhood Assn.	35 Belaire NE	Grand Rapids, MI 49503
		Midtown Neighborhood Association	1147 E. Fulton St. SE	Grand Rapids, MI 49503
		Millbrook Neighborhood Assn.	1720 Weymouth SE	Grand Rapids, MI 49508
		NAACP	640 Eastern Ave. SE	Grand Rapids, MI 49503
		Neighbors of Belknap Lookout	PO Box 3138	Grand Rapids, MI 49501
		North County Trails-West Chapter	10822 26th Ave.	Grand Rapids, MI 49504
		North End Neighborhood Assn.	2656 Fuller Ave. NE	Grand Rapids, MI 49505
		North Park Neighborhood Assn.	526 North Park St. NE	Grand Rapids, MI 49505
		Nottawaseppi Huron Band of Potawatomi	2221 1 1/2 Mile Rd.	Fulton, MI 49052
		Old Farm Estates Neighborhood Assn.	2118 Bayham SE	Kentwood, MI 49508
		Ottawa Hills Neighborhood Assn.	1506 Fisk Road SE	Grand Rapids, MI 49506
		Parker Motor Freight	3525 Scheele Dr #B	Jackson, MI 49202
		Paws for a Cause	4646 South Division	Moline, MI 49348
		Pine Rest Christian Hospital	300 68th St. SE	Grand Rapids, MI 49501
		Port City Cab Company	1245 S. Division Ave.	Grand Rapids, MI 49507
		Project Rehab	330 Eastern Ave. SE	E. Grand Rapids, MI 49503
		Rental Property Owners Assn.	1459 Michigan St. NE	Grand Rapids, MI 49503
		Retired & Senior Volunteer Program	516 Cherry St. SE #1	Grand Rapids, MI 49503
		Rideline	3375 S. Division Ave.	Grand Rapids, MI 49548
		Ridgemoor Neighborhood Association	2260 Woodcliff Ave. SE	Grand Rapids, MI 49546
		Riverview Aviation	805 Taylor	Jenison, MI 49428

First Name	Last Name	Company	Address	City, State, Zip
		Roadway Express	1400 Federal St. SW	Wyoming, MI 49509
		Robinson Cartage Co.	2712 Chicago Dr. SW	Wyoming, MI 49509
		Roosevelt Park Neighborhood Assn.	1251 Grandville Ave. SW	Grand Rapids, MI 49503
		S.J. Wisinski & Co.	2618 East Paris Ave. SE	Grand Rapids, MI 49546
		Saint Mary's Hospital	200 Jefferson Ave. SE	Grand Rapids, MI 49503
		Salvation Army	1491 S. Division Ave.	Grand Rapids, MI 49505
		Senior Neighbors	820 Monroe Ave. NW	Grand Rapids, MI 49503
		South Hill Neighborhood Association	716 College Ave. SE	Grand Rapids, MI 49503
		South West Area Neighbors	705 West Fulton St.	Grand Rapids, MI 49504
		Southeast End Neighborhood Association	900 Fuller Ave. SE	Grand Rapids, MI 49506
		Spare Tire Bike Shop	545 Fountain St. NE	Grand Rapids, MI 49503
		Spectrum Health	100 Michigan St. NE	Grand Rapids, MI 49503
		Sprinter Services, Inc.	2900 Dixie Ave. SW	Grandville, MI 49418
		St. Mary's Health Services	200 Jefferson Ave. SE	Grand Rapids, MI 49503
		Take Pride! Community	1014 Franklin St. SE	Grand Rapids, MI 49507
		The Contact Center	750 Cherry St. SE	Grand Rapids, MI 49503
		The Rapid Wheelmen	PO Box 1008	Grand Rapids, MI 49501
		The Right Place, Inc.	161 Ottawa Ave. NW, Ste. 400	Grand Rapids, MI 49503
		The TLC Group, Inc.	8300 Logistic Dr.	Zeeland, MI 49464
		Thornapple River Watershed Council	PO Box 341	Caledonia, MI 49316
		Thornapple Trail Assn.	PO Box 393	Middleville, MI 49333
		Towne Air Freight, Inc.	5450 Kraft Ave. SE	Grand Rapids, MI 49512
		United Parcel Service	2960 Lucerne SE	Grand Rapids, MI 49546
		USDA-Michigan State Office	3001 Coolidge Rd.	E. Lansing, MI 48823
		USGS - Lansing District Office	6520 Mercantile Way, Ste. 5	Lansing, MI 48911
		Van's Delivery Service, Inc.	2400 Turner Ave. NW	Walker, MI 49504
		Village Bike Shop	2844 Thornapple River Drive SE	Cascade, MI 49546
		Walnut Hills Condo #2 Association	4141 Walnut Hills Ln. SE	Kentwood, MI 49512
		West Grand Neighborhood Assn.	625 Broadway Ave. NW	Grand Rapids, MI 49504
		West Side Connection	PO Box 140412	Grand Rapids, MI 49514
		Western Michigan University - Grand Rapids	200 Ionia Ave. SW	Grand Rapids, MI 49503
		WGRD AM/FM News Department	50 Monroe Ave. NW	Grand Rapids, MI 49503
		WGVU AM/FM News Department	301 W Fulton St.	Grand Rapids, MI 49504
		WOOD Radio News	77 Monroe Center NW #1000	Grand Rapids, MI 49503
		WWMT Channel 3 (CBS)	590 West Maple St.	Kalamazoo, MI 49008
		WXMI Channel 17 (FOX)	3117 Plaza Drive NE	Grand Rapids, MI 49525
		Wyoming Senior Citizens	2380 DeHoop Ave. SW	Wyoming, MI 49509
		YMCA/YWCA	40 Monroe Center St. NW, Ste. 201	Grand Rapids, MI 49503

2) A copy of the notice posted in the Grand Rapids Press, December 14, 2007

GVMC

Notice of Public Meetings
Project List Available

The Grand Valley Metro Council (GVMC) will hold two public meetings on **Tuesday, January 8, 2007** from **3:30-5:00 PM** and from **6:00-7:30 PM** at the **Wyoming Library** (3350 Michael Ave) to seek public comment on amendments to the Grand Rapids Metropolitan Area Long-Range Transportation Plan for the year 2035 and the 2008-2011 Transportation Improvement Program (TIP).

Both the Plan and TIP can be viewed and downloaded at www.gvmc.org. The documents are also on display at the GVMC offices at the address listed below. If you would like a detailed list of the changes, please contact staff using the information below.

GVMC Transportation Staff will be available at the meetings to answer questions about the Plan and TIP amendments.

GVMC has also released its 2007 Obligated Projects list which outlines all transportation projects that used federal transportation funds in the Grand Rapids metropolitan area in 2007. The list is available at www.gvmc.org or a hard copy of the document can be obtained by using the contact information below.

For more information, or to submit written comments regarding the Plan or TIP, please contact Andrea Dewey, Transportation Planner, Grand Valley Metro Council, 40 Pearl NW, Suite 410, Grand Rapids, MI 49503.

Phone: (616) 776-7601 Fax: (616) 774-9292
E-mail: andrea.dewey@gvmc.org

3) Public Comments received and their responses

EMAIL Comment – Received December 21, 2007

Ms. Dewey:

My name is Caleb Cox, and a I work for the Hartgen Group, a consulting firm in Charlotte, NC. We are working on a research project concerning congestion mitigation in several cities around the country, including Grand Rapids.

We need the project list tables from the LRTP (especially highway projects) in Excel format. I have downloaded this document in PDF format from your website, but unfortunately PDF formatting is not conducive to merging these tables into our data files. If Excel format is not available, Word or Access format would also be helpful.

Thank you for your time and assistance.

Regards,

Caleb A. Cox
Research Assistant
The Hartgen Group, Inc.
and P/T Instructor
Business and Accounting Division
Central Piedmont Community College
Caleb.Cox@cpcc.edu <mailto:Caleb.Cox@cpcc.edu>
704-301-7289

EMAIL Response – Sent January 8, 2008

Mr. Cox,

Thank you for your inquiry with regard to the GVMC 2035 Long Range Transportation Plan (LRTP).

Attached is the 2035 LRTP project list table in excel format. Included within this version are the most recent changes/amendments for which we are currently receiving public comment. If you have any additional comments, suggestions, or data requirements, please don't hesitate to contact us.

Thank you,

Andrea S. Dewey
Transportation Planner
Grand Valley Metropolitan Council
40 Pearl Street N.W. Suite 410
Grand Rapids, MI 49503
(616) 776-7601
(616) 774-9292 - fax
andrea.dewey@gvmc.org

EMAIL Comment – Received January 9, 2008

Andrea,

I received your December 11, 2007 letter concerning GVMC's Long Range Transportation Plan and TIP Amendments. The purpose of this email is to inform you that US EPA has nothing further to add at this time that would supplement our March 8, 2007 letter sent by Sherry Kamke regarding GVMC's Plan.

Thanks for keeping us in the loop,
Kathy

Kathleen R. Kowal
Life Scientist
Office of Science, Ecosystems & Communities NEPA Implementation Section US Environmental Protection Agency
77 West Jackson Blvd.
Mailcode: E-19J
Chicago, IL 60604
312/353-5206
312/353-5374 (FAX)

EMAIL Response – Sent January 9, 2008

Ms. Kowal,

Thank you for responding on behalf of the US EPA to the notice of an Amendment to the GVMC 2035 Long Range Transportation Plan. We appreciate your time in reviewing our documents and look forward to working with you in the future.

Sincerely,
Andrea

Andrea S. Dewey
Transportation Planner
Grand Valley Metropolitan Council
40 Pearl Street N.W. Suite 410
Grand Rapids, MI 49503
(616) 776-7601
(616) 774-9292 - fax
andrea.dewey@gvmc.org

3) Opportunity for Public Comment – Technical Committee Meeting Announcement and Memo

GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • 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 • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

TECHNICAL COMMITTEE
Wednesday, January 2, 2008
9:30 AM
KENT COUNTY ROAD COMMISSION OFFICES
COMMISSIONERS BOARD ROOM
1500 SCRIBNER NW, GRAND RAPIDS

AGENDA

I. ROLL CALL AND INTRODUCTIONS

II. APPROVAL OF MINUTES – ACTION: Dated November 7, 2007
Please refer to Item II: Attachment A.

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. ELECTION OF OFFICERS – ACTION: Bill Dooley is the current chair of the Policy Committee. Steve Warren is currently serving as vice-chair.

V. ITP FY 2008-2009 AMENDMENTS – ACTION: ITP staff is requesting amendments to the FY 2008-2009 TIP and the FY 2008 UPWP.
Please refer to Item V: Attachments A & B

VI. 2007 OBLIGATED PROJECTS LIST – UPDATE: Staff has reviewed the 2007 Obligated Projects List, and it is now available on GVMC's web site (www.gvmc.org).

VII. TIP TRANSPORTATION ENHANCEMENT PROJECTS – INFORMATION: MDOT has notified the Grand Valley Metro Council that an enhancement project has been awarded.
Please refer to Item VII: Attachment A

VIII. FY 2008-2011 General Program Accounts (GPA) – INFORMATION: Staff will update the committee on the funding levels of the general program accounts.
Please refer to Item VIII: Attachment A

IX. TIP/LRTP PUBLIC INVOLVEMENT MEETINGS – UPDATE: Staff will present information about the upcoming TIP/LRTP public involvement meetings: January 8 from 3:30-5:00pm and 6:00-7:30pm at the Wyoming Public Library (3350 Michael Ave.).
Please refer to Item IX: Attachment A

X. OTHER BUSINESS

XI. ADJOURNMENT

GVMC

GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • 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 • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: December 20, 2007

TO: GVMC Technical Committee

FROM: Andrea Dewey, Transportation Planner

RE: TIP/LRTP Public Involvement Meetings

As part of our Public Participation Process, the Grand Valley Metropolitan Council is seeking input on amendments to its 2035 Long Range Transportation Plan and FY 2008-2011 Transportation Improvement Program (TIP), until January 14, 2008.

An amendment is needed for both planning documents because of changes in project timing and project scope. For the Long Range Plan, nine projects had scope changes, funding changes, or year changes and one project was added: The Rapid/ITP Bus Rapid Transit Project. For the TIP, three projects were added, three projects were deleted, and two projects had scope changes. This amendment also warrants a reassessment of the air quality conformity findings for the area, which the public is invited to review. A complete list of projects, copies of the documents, as well as the revised air quality conformity analysis are available on our website at www.gvmc.org.

Additionally, two public meetings will be held on **Tuesday, January 8, 2007** from **3:30-5:00 PM** and from **6:00-7:30 PM** at the **Wyoming Library** (3350 Michael Ave SW) to seek public comment.

If you have any questions or comments regarding the public participation process or the two scheduled public meetings, please contact me at 616-776-7601; I will also be available at the meeting to answer questions. Thank you.

40 PEARL ST., N.W. • SUITE 410 • GRAND RAPIDS, MICHIGAN 49503-3027 • PH. 616 77-METRO (776-3876) • FAX 774-9292 • WWW.GVMC.ORG

APPENDIX L: 2035 LRTP Inflation Documentation

As part of the Year of Expenditure Dollars federal requirement 23 CFR 450.322(f)(10)(i.v.) to accurately reflect future costs, project estimates within the Long Range Transportation Plan (LRTP) must be inflated to future dollars after Dec. 11, 2007. To accomplish this, each of the jurisdictions that submitted projects for development within the years of the Transportation Improvement Program (2008-2011) or the first four years of the LRTP individually assessed and applied inflation to their project cost estimates. The remainder of the projects listed for the 2035 LRTP for the years 2012-2035 were inflated by GVMC staff and documentation of the procedure employed can be found in the Financial Analysis portion of this document. The following supportive letters are provided as documentation of the local jurisdiction's effort to incorporate inflation into their project projections for the LRTP years 2008-2011.

CITY OF CEDAR SPRINGS

Red Flannel Town, USA

January 18, 2008

Darrell,

The West Muskegon Street Resurfacing project that is programmed in the 2008 TIP was submitted with an inflation factor of 6%. The reflects an assumed 3% per year inflation rate per year.

If you have any questions about this estimate, you may contact me at 616-696-1330 ext. 108

Respectfully,

Gerald Hall
Cedar Springs Department of Public Works

cc. Linda Lehman
Chris Burns

66 S. Main Street. P.O. Box 310 Cedar Springs, Michigan 49319-0310
www.cedar-springs.mi.us Phone (616) 696-1330 Fax (616) 696-0202
CEDAR SPRINGS IS AN EQUAL OPPORTUNITY PROVIDER

CITY OF
EAST GRAND RAPIDS

750 Lakeside Drive SE • East Grand Rapids, Michigan 49506
Telephone: (616) 949-2110 Fax: (616) 831-6121

January 15, 2008

Darrell,

You recently requested information relating to inflation factors used in construction projects. After reviewing the construction estimate for the improvement of Lakeside Drive from Greenwood to Robinson Road in East Grand Rapids, it appears that I used a 3% increase per year for a two year period for the estimate. The estimate was prepared in 2007.

If you need additional information, please feel free to contact me at 616-940-4817.

Respectfully,

Douglas Kadzban
Engineering Services Supervisor

OFFICE OF
CITY
ENGINEER

CITY OF GRAND RAPIDS

January 18, 2008

Mr. Darrell Robinson
Transportation Planner
Grand Valley Metropolitan Council
40 Pearl Street, N.W.
Grand Rapids, Michigan 49503

SUBJECT: FY2008 – 2011 TRANSPORTATION IMPROVEMENT PROGRAM

Dear Mr. Robinson:

As requested, we have reviewed the projects within the City of Grand Rapids that are included in the FY2008 – 2011 Grand Valley Metropolitan Council's Transportation Improvement Program.

An inflation factor was not included when these projects were submitted. A majority of the projects in the later fiscal years will be bid and constructed as part of the Local Jobs Today program and are not impacted by inflation.

As you are aware, the Council receives a limited amount of dollars each year for projects and the needs within the region greatly exceed available funding. At the time of consideration of various projects, we are left with the choice of either not funding the requested projects or adjusting the percentages of grant-local shares. Inclusion of inflation would only exacerbate this issue. Also, since the grant funds are capped as a not-to-exceed amount, our experience has been that on most projects, the not-to-exceed amount is the limiting factor, not the percentage grant-local shares. Like other factors within the project, any inflationary costs are borne by the local unit.

If the council desires an inflation amount be included in future submittals, we will use the Engineering News Record or some other reliable source to project trends to arrive at an inflation figure. It may be helpful for the technical committee to develop an inflation figure to be used for future submittals prior to the start of the submittal process.

If you have any questions, please let me know.

Sincerely,

Rick DeVries, P.E.
Assistant City Engineer

RDV/dv
t:\shared\RDV\GRETS\Inflation

cc: Eric DeLong
Pat Bush
Mark De Clercq

5TH FLOOR CITY HALL
300 MONROE, N.W., GRAND RAPIDS, MICHIGAN 49503 • (616) 456-3060 • FAX (616) 456-3828

The City of Grandville

Department of Public Works
4095 White St

January 18, 2008

Darrell,

The Ivanrest overlay project that is programmed in the 2009 TIP was submitted with an inflation factor of 6%. This reflects an assumed 3% per year inflation rate per year.

If you have any questions about this estimate, you may contact me at 530-4992

Respectfully,

Ron Carr
Director
Grandville Department of Public Works

Board of County Road Commissioners
of the County of Kent

1500 Scribner Ave., N.W. Grand Rapids, MI 49504-3299

(616) 242-6900 Fax # (616) 242-6980

Chairman
John W. Weiss

Vice-Chairman
Patrick G. Malone

Commissioner
David M. Groenleer

Jon F. Rice, P.E.
Managing Director

Steven A. Warren
Deputy Director

John L. Strauss
Director of Finance

January 15, 2008

Darrell T. Robinson
Transportation Planner
Grand Valley Metro Council
40 Pearl Street NW
Grand Rapids, MI 49503-3027

RE: TIP Projects

Dear Mr. Robinson:

Per your request I have summarized below the process the Kent County Road Commission (KCRC) follows when submitting projects for the Transportation Improvement Program (TIP).

The costs associated with projects submitted by KCRC to the Grand Valley Metro Council (GVMC) reflect adjustment for inflation. KCRC identifies needed projects through the development of its Long Range Strategic Investment Plan. Priority projects are then scheduled in the KCRC Five Year Improvement Program. Costs are estimated for those projects and then adjusted for inflation depending upon the anticipated year of construction. Upon a call for projects by GVMC, KCRC submits candidate projects for incorporation in the TIP.

Please contact me if you have any questions.

Best regards,

Steven A. Warren
Deputy Director

January 11, 2008

Darrell Robinson
Transportation Planner
Grand Valley Metropolitan Council
40 Pearl St NW, Suite 410
Grand Rapids, Michigan 49503

RE: Transportation Improvement Program Project Estimates

Dear Darrell:

This letter is to confirm that the project estimates submitted by the City of Kentwood for the 2008-2011 Transportation Improvement Plan take into account inflation for the years the projects are scheduled. This inflation consideration is covered in the contingency factor we programmed in the breakdown plus escalated unit costs for individual line items in our estimates.

If questions arise, please contact me at 554-0710 or City Engineer Steve Kepley at 554-0740.

Sincerely,

Terry Schweitzer
Community Development Director

Ottawa County Road Commission

14110 Lakeshore Drive
P.O. Box 739
GRAND HAVEN, MI 49417
Phone (616) 842-5400 Fax (616) 850-7237

January 15, 2008

Darrell Robinson
Grand Valley Metropolitan Council
40 Pearl St NW, Suite 410
Grand Rapids, Michigan 49503

Re: 2008-2011 GVMC TIP – OCRC

Mr. Robinson:

This letter is to inform you that the Ottawa County Road Commission utilized an approximate inflation rate of 4% per year in the construction estimates for the submitted projects in the 2008-2011 Grand Valley Metro Council TIP. If you should have any questions or require further information, please do not hesitate to contact me at 616-850-7221.

Sincerely,

Brett A. Laughlin, P.E.
Engineering Director

CITY of WALKER

4243 Remembrance Road, N.W.
Walker, Michigan 49544
(616) 453-6311

Scott C. Conners, P.E., City Engineer

January 9, 2008

Grand Valley Metro Council
Attn: Darrel Robinson
40 Pearl Street NW
Grand Rapids, MI 49503

Dear Darrel:

We are writing in response to your phone call earlier today. In that call you asked that we confirm that we account for inflation in all our Transportation Improvement Program (TIP) project estimating. You also asked for a brief explanation of how we account for that adjustment.

As we forecast and plan projects for future years we make adjustments to our unit prices based on the anticipated time of construction. This is by no means an exact science. No one could have predicted the dramatic rise in both oil and steel costs over the last few years. If a project is heavily weighted with any one product then our estimated cost can be viewed as increasingly less reliable for each forecasted year. We do not simply add a percentage increase to the project based on expected inflation.

In summary, our forecasting is simply our best guess of what the project will cost in the anticipated construction season. We will continue to do the best we can to account for inflation and other unexpected market fluctuations in estimating for public improvement projects through the TIP.

Please feel free to contact me at 791-6792 with any questions you may have.

Sincerely,

Scott C. Conners, P.E.
City Engineer

cc: Darrel Schmalzel, Asst. City Manager
Alan Pennington, P.E., Moore & Bruggink

City of Wyoming Michigan

Public Works Department
Telephone 616/530-7260 Fax 616/249-3487
2660 Burlingame Ave., S.W. Wyoming, Michigan 49509

Web: www.ci.wyoming.mi.us

MAYOR
Carol S. Sheets

AT-LARGE COUNCILMEMBER
Jack A. Poll

AT-LARGE COUNCILMEMBER
Sam Bolt

AT-LARGE COUNCILMEMBER
Kent Vanderwood

1ST WARD COUNCILMEMBER
William A. VerHulst

2ND WARD COUNCILMEMBER
Richard K. Pastoor

3RD WARD COUNCILMEMBER
Joanne M. Voorhees

CITY MANAGER
Curtis L. Holt

January 15, 2007

Darrell T. Robinson
GVMC
40 Pearl St NW, Ste 410
Grand Rapids MI 49503

Dear Darrell:

The City of Wyoming anticipates the effects of inflation when it estimates the cost of projects for inclusion in the Transportation Improvement Program. It is actually the scope of work which is the more significant factor.

Sincerely,

W. D. Dooley

William D. Dooley, P.E.
Director of Public Works

lmb

APPENDIX M: LRTP Amendment, Approved April 2, 2009

On February 13, 2009, President Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA). This Act contains federal funding for transportation projects. In response to ARRA funding for our state, the Michigan Department of Transportation decided to move forward plans to add capacity and generally improve the I-196 corridor between the Grand River/US-131 and Fuller Avenue. This project was listed in the 2035 Long Range Transportation Plan (LRTP) for the outer years (2019-2025), but with newly available ARRA funds, construction may begin in fiscal year 2009. The movement of this project from the future (2019-2025) to present day (2009) is considered an amendment to the 2035 Long Range Transportation Plan and requires federal approval. This temporal change also stimulates a reassessment of the impact the project will have on area air quality and these changes warrant consultation and input from the general public.

The 2035 Long Range Transportation Amendment is moving the following capacity project from the 2019-2025 in the 2035 Long Range Transportation Plan to fiscal year 2009:

Project	Limits	Alternative	Jurisdiction
I-196	Grand River/US-131 Junction to Fuller Avenue	Widen from 2 to 3 lanes in each direction with weave merge lanes	MDOT

As a result of this project change, a reassessment of air quality conformity was required and conducted, and can be found within Appendix F of this document.

As part of the amendment process, public input was sought in accordance with the Grand Valley Metropolitan Council Transportation Participation Plan, including a comprehensive mailing to our Consultation list, public notice in the Grand Rapids Press newspaper, and two opportunities for public comment at meetings. Documentation of the public participation process may be found in the following pages and includes:

1) A copy of the Public Consultation Memorandum that went to all of Consultation List notifying them of the proposed LRTP Amendment and the Public Consultation List

2) A copy of the newspaper advertisement in the Grand Rapids Press, February 26, 2009 announcing an opportunity for public comment as well as the two public meetings

3) Copy of the Sign-in sheet from the March 11, 2009 Public Meeting

4) Public Comment received on the LRTP Amendment

5) A copy of the March 18, 2009 Policy Agenda that includes an opportunity for public comment on the LRTP Amendment

1) Public Consultation Memorandum and Public Consultation List

GVMC

GRAND VALLEY METRO COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • 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 • IONIA • JAMESTOWN TOWNSHIP
KENT COUNTY • KENTWOOD • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: February 26, 2009

TO: Concerned Citizens and Organizations

FROM: Andrea Dewey, Transportation Planner

RE: 2035 Long Range Transportation Plan Amendment

Dear Concerned Citizen/Organization:

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 Long Range Transportation Plan Amendment process in response to the American Recovery and Reinvestment Act (ARRA).

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. With approval of federal transportation dollars as part of the American Recovery and Reinvestment Act, the GVMC has worked with transportation stakeholders to develop an illustrative list of potential transportation stimulus projects. To view this illustrative list of stimulus projects, visit our website at gvmc.org or stop by our office at the address below to view a paper copy. One of the projects from the illustrative list of stimulus projects is a Michigan Department of Transportation Project on I-196. This project includes providing additional capacity (ex. lanes), reconstructing the existing roadway, replacing the Coit Avenue and Lafayette bridges, and replacing/installing new freeway lighting. The proposed work appears in the current 2035 Long Range Transportation Plan to be constructed between fiscal years 2019 and 2025. If funded through the ARRA, this project would trigger an amendment to the 2035 Long Range Transportation Plan due to its impact on regional air quality, since it would instead be constructed in 2009, and because the proposed federally funded amount would increase.

An Air Quality Conformity Analysis has been conducted for this project and is available on the GVMC website, gvmc.org, for your review. As part of the amendment process, the GVMC is seeking public comment on this project and the results of the Air Quality Conformity Analysis. It is important to note that the project would have no adverse impact on area air quality. This letter is simply to notify you that this project may take place, that the air quality conformity results are available for your review, and to encourage your participation and comments during the amendment process.

Action on your part is not required. You are receiving this notice for information purposes only.
If you have any comments you would like to provide, please contact us at:

Grand Valley Metropolitan Council
Attn: Andrea Dewey, Transportation Planner
40 Pearl Street N.W., Suite 410, Grand Rapids, MI 49503
Telephone: (616) 776-7601 Fax: (616) 774-9292 E-mail: andrea.dewey@gvmc.org

Comments must be submitted by **March 18, 2009**. If you would rather speak to GVMC staff, there will be a public meeting to allow for comment. The meeting will be held:

March 11, 2009 3:30-6:30 PM at the Wyoming Public Library, 3350 Michael Avenue, Wyoming

Additionally, GVMC welcomes public comment at our regularly scheduled Policy Committee Meeting:

March 18, 2009 9:30-10:30 AM at the Kent County Road Commission, 1500 Scribner NW, Grand Rapids

If you have questions, comments or need more information, please contact us using the information above.
Thank you for your participation.

CONSULTATION LIST OF RECIPIENTS

First Name	Last Name	Company	Address	City, State, Zip
Cindy	Bartman	City of East Grand Rapids	750 Lakeside Dr. SE	E. Grand Rapids, MI 49506
Pamela	Benjamin	Eastown Neighborhood Assn.	415 Ethel Ave. SE	E. Grand Rapids, MI 49506
Dale	Bergman	Sparta Township	160 E. Division St.	Sparta, MI 49345
Wanda	Bierman	Kent County Health Department	700 Fuller Ave. NE	Grand Rapids, MI 49503
Dorothy	Bishop	Nelson Township	2 Maple St.	Sand Lake, MI 49343
Paula	Blumm	Lowell Charter Township	2910 Alden Nash Ave. SE	Lowell, MI 49331
Larry	Borum	Grand Rapids Urban League	745 Eastern Ave. SE	Grand Rapids, MI 49503
Lois	Brinks	American Red Cross	313 W. Webster Ave.	Muskegon, MI 49440
James	Buck	City of Grandville	3195 Wilson Ave. SW	Grandville, MI 49418
Steven T.	Buckner	Village of Kent City	PO Box 296	Kent City, MI 49330
Tom	Bulten	Oakdale Neighbors Information	1260 Kalamazoo Ave. SE	Grand Rapids, MI 49507
Bill	Byl	Kent County Drain Commission	1500 Scribner Ave. NW	Grand Rapids, MI 49504
Michelle E.	Cameron	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Peter	Chan	WXMI Channel 17	3117 Plaza Drive NE	Grand Rapids, MI 49525
Brian	Cloyd	Steelcase, Inc.	P.O. Box 1967	Grand Rapids, MI 49501
Jeff	Cranson	Grand Rapids Press	155 Michigan St. NW	Grand Rapids, MI 49503
John	Crawford	Wyoming - Kentwood Chamber Of Commerce	590 32nd Street SE	Wyoming, MI 49548
Kathy	Crosby	Goodwill Industries	3035 Prairie St. SW	Grandville, MI 49418
Sam	Cummings	Second Story Properties	15 Ionia Ave. SW	Grand Rapids, MI 49503
Fran	Dalton	St. Stephens	728 Fuller Ave. NE	Grand Rapids, MI 49503
Monte	Davis	Match-E-Be-Nash-She-Wish Band of Potawatomi Indians	1743 142nd Ave, PO Box 218	Dorr, MI 49323
Chuck	Davison	Alticor Inc.	7575 E. Fulton St.	Ada, MI 49355
William	Dean	Oakfield Township	10300 14 Mile Rd. NE	Rockford, MI 49341
David	Dewey	Village of Sand Lake	2 Maple St.	Sand Lake, MI 49343
Alex	DeYonker	Warner, Norcross & Judd, LLP	111 Lyon St. NW, Ste. 900	Grand Rapids, MI 49503
Pam	Doty-Nation	Habitat for Humanity	539 New SW	Grand Rapids, MI 49503
Beverly	Drake	ACSET Council	144 East Fulton St.	Grand Rapids, MI 49503
Robert	Ellick	Solon Township	2305 19 Mile Rd. NW	Cedar Springs, MI 49319
Jeanne	Englehart	Grand Rapids Area Chamber of Commerce	111 Pearl St. NW	Grand Rapids, MI 49503
Don	Faass		7374 Grachen SE	Grand Rapids, MI 49549
Tom	Fehsenfeld	Crystal Flash	3460 Reeds Lake Blvd. SE	Grand Rapids, MI 49506
Randolph	Flechsig	Davenport University	415 East Fulton St.	Grand Rapids, MI 49503
Frank	Force	Grattan Township	12050 Old Belding Rd. NE	Belding, MI 48809
Richard	Granse	Friends of the White Pine Trail	7259 Packer Dr. NE	Belmont, MI 49306
Cheryl	Grant	WZZM TV 13 (ABC)	PO Box Z	Grand Rapids, MI 49501
Susan	Haddix	Windmill Pointe	588 48th St. SE	Kentwood, MI 49508
George	Heartwell	City of Grand Rapids	300 Monroe Ave. NW	Grand Rapids, MI 49503
Dennis	Hoemke	Algoma Township	10531 Algoma Ave. NE	Rockford, MI 49341
Jack	Hoffman	Wheeler, Upham, P.C.	40 Pearl St. NW 2nd Floor	Grand Rapids, MI 49503
Mort	Hoffman		42 Robinhood Dr. SE	Grand Rapids, MI 49546
Mary	Hollinrake	Kent County	300 Monroe Ave. NW	Grand Rapids, MI 49503
Rachael	Hood	West MI Environmental Action Council	1007 Lake Dr. SE	Grand Rapids, MI 49506
Kenneth	Hoskins	Grand Rapids Public Schools	1051 Evergreen SE	Grand Rapids, MI 49507
Melinda	Howard	Kentwood Estates	4737 Flying Eagle SE	Kentwood, MI 49508
Jerry	Hunsburger	Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
Rand	Kahrs	Village of Casnovia	PO Box 36	Casnovia, MI 49318
Nancy	Kehoe	Heart of West Michigan United Way	118 Commerce Ave. SW	Grand Rapids, MI 49503

First Name	Last Name	Company	Address	City, State, Zip
Curt	Kemppainen	Kent County Dept. of Public Works	1500 Scribner Ave. NW	Grand Rapids, MI 49503
Jeff	Knapp	Spencer Township	14960 Meddler Ave. NE	Gowen, MI 49326
John	Koches	Grand Valley State University	740 West Shoreline Drive	Muskegon, MI 49441
Ronald	Koehler	Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
Joan	Konyndyk	Hope Network	PO Box 141	Grand Rapids, MI 49501
Daniel	Krueger	Ottawa County	414 Washington St., Room 301	Grand Haven, MI 49417
Katherine	Kuhn		2037 Swensberg Ave. NE	Grand Rapids, MI 49505
Ray B.	Lanning		415 Paris Ave. SE	Grand Rapids, MI 49503
Susie	Logie		601 Cherry St. SE	Grand Rapids, MI 49503
Jim	Loy	WOOD TV 8 News Department	120 College Ave. SE	Grand Rapids, MI 49503
Peter	MacGregor	Cannon Township	6878 Belding Rd. NE	Rockford, MI 49341
Tom	McDonald		7287 Denison SE	Grand Rapids, MI 49546
Jim	Miedema	Jamestown Township	PO Box 88	Jamestown, MI 49427
Richard	Moll	City of Rockford	7 S. Monroe St., PO Box 561	Rockford, MI 49341
James	Moyer	Grand Valley State University	1 Campus Drive	Allendale, MI 49401
Mark	Murray	Meijer, Inc.	2929 Walker Ave. NW	Grand Rapids, MI 49544
Charles	Myers	City of Lowell	301 E. Main St.	Lowell, MI 49331
Ronald	Newsome	South East End Neighborhood Assn.	900 Fuller Ave. SE	Grand Rapids, MI 49506
Juan	Olivarez	Grand Rapids Community College	143 Bostwick Ave. NE	Grand Rapids, MI 49503
Barbara	Pekich	Heartside Ministry	54 S. Division St.	Grand Rapids, MI 49503
Edie	Pettis	Pettis Farms	PO Box 455	Ada, MI 49301
Chuck	Porter	Courtland Township	8715 Whittall St. NE	Rockford, MI 49341
Jan	Preoli	Friends of the White Pine Trail	PO Box 159	Belmont, MI 49306
Patricia	Pulliam	Grand Rapids Times	2016 Eastern Ave. SE	Grand Rapids, MI 49507
Lynn	Rabaut	City of Grand Rapids	1071 Cherrywood Lane NE	Grand Rapids, MI 49505
Ken & Maureen	Radlick		1891 Thornapple River Dr. SE	Grand Rapids, MI 49546
Rosemary	Ramos	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Kathleen	Ray		5792 Rollaway Drive NE	Comstock Park, MI 49321
Esther	Reyes	Garfield Park Neighborhoods Association	334 Burton St. SE	Grand Rapids, MI 49507
Pamela	Ritsema	City of Grand Rapids	50 Ottawa NW	Grand Rapids, MI 49501
Rick	Root	City of Kentwood	4900 Breton Ave. SE, PO Box 8848	Kentwood, MI 49518
Judy	Rose	Black Hills Citizens for a Better Community	939 Kensington Ave SW	Grand Rapids, MI 49503
Becky	Rozeboom	Neighborhood Associations Overview Map Information	1239 Fuller Ave SE	Grand Rapids, MI 49506
Kent	Rubley	Ottawa Co. Road Commission	PO Box 739	Grand Haven, MI 49417
Roger	Rycenga	Ottawa County Commissioner	10170 76th Ave.	Allendale, MI 49401
Tim	Sandifer	South East Community Association	1408 Madison Ave. SE	Grand Rapids, MI 49507
Rob	Sanford	WCUZ Radio News	77 Monroe Center Suite 1000	Grand Rapids, MI 49503
Keary	Sawyer		418 College Ave. NE	Grand Rapids, MI 49503
John	Scholtz	Ottawa County Parks & Recreation	12220 Fillmore St. Rm 331	West Olive, MI 49460
Amy B.	Schreiner	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Norm	Sevensma	West MI Environmental Action Council	2612 Hamphsire Blvd. SE	E. Grand Rapids, MI 49506
Dan	Shepard	Little River Band of Ottawa Indians	375 River Street	Manistee, MI 49660
Joe	Sibley	Disability Advocates of Kent County	3600 Camelot SE	Grand Rapids, MI 49546
Sandy	Simon	AAA of Michigan	6305 Kenowa Ave. SW	Grandville, MI 49418
Rosa L.	Smith	Kentwood Pines N.A.	4637 Potter Ave SE	Kentwood, MI 49508
James	Stanton		359 Briarwood Ave. SE	E. Grand Rapids, MI 49506

First Name	Last Name	Company	Address	City, State, Zip
Ione	Stark	Tyrone Township	28 E. Muskegon St. PO Box 275	Kent City, MI 49330
Ron	Stonehouse	Kent County	300 Monroe Ave. NW, City Hall Rm. 460	Grand Rapids, MI 49503
Dennis	Sturtevant	Dwelling Place of Grand Rapids	101 Sheldon Blvd. SE, Ste. 2	Grand Rapids, MI 49503
Debra	Taliaferro		5522 Claudia Ave. SE	Grand Rapids, MI 49548
Tom	Tilma		1635 Hall Street SE	Grand Rapids, MI 49506
Carol	Valade	Grand Rapids Business Journal	549 Ottawa Ave. NW, Ste. 201	Grand Rapids, MI 49503
Rob	Verheulen	City of Walker	4243 Remembrance Rd. NW	Walker, MI 49534
Michelle	Visscher	Commission for the Blind	350 Ottawa Ave. NW	Grand Rapids, MI 49503
Steven	Waalkes	Michigan Concrete Paving Assn.	6757 Cascade Rd. SE, Ste. 190	Grand Rapids, MI 49546
John D.	Warners	Leisure South Condominiums	5706 Leisure South Dr. SE	Kentwood, MI 49548
Christian	Wenger	Bowne Township	PO Box 35	Alto, MI 49302
Bill	Wiersma	Tallmadge Township	0-1451 Leonard St. NW	Grand Rapids, MI 49544
Paul & Joan	Williams	Princeton Estates	1667 Lockmere Dr. SE	Kentwood, MI 49508
Steve	Wilson	Grand Rapids Visitors & Convention Bureau	171 Monroe Ave NW, Suite 700	Grand Rapids, MI 49503
Tim	Wittenbach	Vergennes Township	10381 Bailey Dr., PO Box 208	Lowell, MI 49331
Mike	Wyngarden	Advance Newspapers	PO Box 9	Jenison, MI 49429
Dave	Zylstra	Caledonia Charter Township	250 Maple, PO Box 288	Caledonia, MI 49316
		4-C Regional Child Care	233 E. Fulton St.	Grand Rapids, MI 49503
		A Better Grand Rapids Limousine Svc.	1426 Lake Grove SE	Grand Rapids, MI 49546
		A Prestige Service	115 Valley Ave. NW	Grand Rapids, MI 49504
		Advance Transportation Co.	3101 Ken-O-Sha Industrial Ct. SE	Grand Rapids, MI 49508
		Aero Med-Air Medical Transport	100 Michigan St. NE	Grand Rapids, MI 49503
		Air Ambulance by Life EMS	1275 Cedar St. NE	Grand Rapids, MI 49503
		Alger Heights Neighborhood Assn.	PO Box 7809	Grand Rapids, MI 49510
		Alvan Motor Freight Inc.	3890 Eastern Ave. SE	Grand Rapids, MI 49508
		AMB-U-CAB by G.R. Veterans	517 S. Division Ave.	Grand Rapids, MI 49503
		American Cancer Society	400 Ann St. NW, Ste. 202	Grand Rapids, MI 49504
		American Civil Liberties Union	4417 Broadmoor Ave. SE	Grand Rapids, MI 49512
		Amway Hotel	187 Monroe Ave. NW	Grand Rapids, MI 49503
		Aquinas College	1607 Robinson Rd. SE	Grand Rapids, MI 49506
		Area Agency on Aging	1279 Cedar NE	Grand Rapids, MI 49503
		Arts Council of Greater Grand Rapids	PO Box 2265	Grand Rapids, MI 49501
		Association For Retarded Citizens	1331 Lake Dr. SE	Grand Rapids, MI 49503
		Baxter Community Center	935 Baxter St. SE	Grand Rapids, MI 49506
		Baxter Neighborhood Association	722 Eastern Ave. SE	Grand Rapids, MI 49507
		Bethany Christian Services	901 Eastern Ave. NE	Grand Rapids, MI 49503
		Big Brothers Big Sisters	805 Leonard St. SW	Grand Rapids, MI 49503
		Black Hills Citizens Group	939 Kensington SW	Grand Rapids, MI 49503
		Blandford Nature Center	1715 Hillburn NW	Grand Rapids, MI 49504
		Calder City Taxi	PO Box T	Grand Rapids, MI 49501
		Calvin College	3201 Burton St. SE	Grand Rapids, MI 49546
		Catholic Social Services	40 Jefferson Ave. SE	Grand Rapids, MI 49503
		Cherry Hill Historic District	211 Henry SE	Grand Rapids, MI 49503
		City of Cedar Springs	314 Ronald St.	Cedar Springs, MI 49319
		Coalition for the Preservation of the Grand River	4642 Abrigador Trail NE	Comstock Park, MI 49321
		Columbian Distribution	900 Hall St. SW	Grand Rapids, MI 49503
		Conrail	882 Hynes SW	Grand Rapids, MI 49507

First Name	Last Name	Company	Address	City, State, Zip
		Con-Way Central Express Inc.	5350 Kraft Ave. SE	Grand Rapids, MI 49512
		Cornerstone & Baptist Seminary	1001 East Beltline Ave. NE	Grand Rapids, MI 49525
		Creston Neighborhood Association	205 Carrier St. NE	Grand Rapids, MI 49505
		CSX Railroad	500 Waters St.	Jacksonville, FL 32202
		Dakotah Family Treatment Center	750 Cherry St. SE	Grand Rapids, MI 49506
		East Hills Council of Neighbors	131 Eastern SE	Grand Rapids, MI 49503
		East Hills Neighborhood Association	131 Eastern Ave. SE	Grand Rapids, MI 49503
		Easter Seal Society	4065 Saladin Dr. SE	E. Grand Rapids, MI 49506
		Environmental Protection Agency - Region 5	77 West Jackson Blvd.	Chicago, IL 60604
		Fair Housing Center of Greater Grand Rapids	1514 Wealthy St. SE, Ste. 226	Grand Rapids, MI 49506
		Family Outreach Program	1939 S. Division Ave.	Grand Rapids, MI 49507
		February Fourteen, Inc.	4525 50th St. SE	Grand Rapids, MI 49512
		Fish and Wildlife Service	2651 Coolidge Rd.	E. Lansing, MI 48823
		Fish-For-My-People	946 Brownell SE	Grand Rapids, MI 49508
		Fulton Heights Neighborhood Association	221 Baynton Ave. NE	Grand Rapids, MI 49503
		G.R. Ford International Airport	5500 44th St. SE	Grand Rapids, MI 49512
		Gainey Transportation Services	5976 Clay Ave. SW	Grand Rapids, MI 49548
		Garfield Park Neighborhood Assn.	334 Burton SE	E. Grand Rapids, MI 49507
		Gerontology Network Service	516 Cherry St. SE	Grand Rapids, MI 49508
		Gra-Bell Truck Line, Inc.	A-5253 144th Ave.	Holland, MI 49422
		Grand Action	160 Ottawa Ave. NW, Ste. 205F	Grand Rapids, MI 49503
		Grand Rapids Air Pollution Control	300 Monroe Ave. NW	Grand Rapids, MI 49503
		Grand Rapids Audubon Club	2021 Valentine NE	Grand Rapids, MI 49503
		Grand Rapids Community College	143 Bostwick Ave. NE	Grand Rapids, MI 49503
		Grand Rapids Community Foundation	161 Ottawa Ave. NW, Ste. 209 C	Grand Rapids, MI 49503
		Grand Rapids Downtown Development Authority	300 Monroe Ave. NW	Grand Rapids, MI 49503
		Grand Rapids Public Schools	1331 Franklin St. SE	Grand Rapids, MI 49506
		Grand Rapids Towing	5510 Clay Ave. SW	Grand Rapids, MI 49548
		Grand Rapids Youth Commonwealth	235 Straight St. NW	Grand Rapids, MI 49507
		Grand Valley State University	401 W Fulton St., #202C	Allendale, MI 49401
		Grassmid Transport	9525 Ransom St.	Zeeland, MI 49464
		GROW	25 Sheldon Ave. SE	Grand Rapids, MI 49503
		Hampton Meadows	2957 Wingate Dr. SE	Kentwood, MI 49508
		Health Care Associates of G.R.	3101 Prairie St. SW	Grandville, MI 49418
		Heartside/Downtown Neighborhood Assn.	54 South Division Ave.	Grand Rapids, MI 49503
		Heritage Hill Association	126 College Ave. SE	Grand Rapids, MI 49503
		Highland Park Association	725 Eastern Ave. NE	Grand Rapids, MI 49503
		Hispanic Center of W. Michigan	730 Grandville Ave. SW	Grand Rapids, MI 49503
		Historic Preservation	227 College Ave. SE	Grand Rapids, MI 49503
		Hospice of Grand Rapids	1260 Eckhart NE	Grand Rapids, MI 49503
		Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49501
		International Tree Corps.	1900 Wealthy St. SE, Ste. 290	E. Grand Rapids, MI 49506
		ITP - The Rapid	300 Ellsworth Ave. SW	Grand Rapids, MI 49503
		ITT Technical Institute	4020 Sparks Dr. SE	Grand Rapids, MI 49546
		John Ball Park Community Association	71 Richards Ave. NW	Grand Rapids, MI 49504
		John Ball Zoo	1300 W. Fulton St.	Grand Rapids, MI 49504
		Kendall College of Art/Design	111 N. Division Ave.	Grand Rapids, MI 49503
		Kent Community Hospital	750 Fuller Ave. SE	Grand Rapids, MI 49503

First Name	Last Name	Company	Address	City, State, Zip
		Kent Conservation District	3260 Eagle Park Dr. NE	Grand Rapids, MI 49525
		Kent County Farm Service Agency	3260 Eagle Park Dr. NE, Ste. 101	Grand Rapids, MI 49525
		Kent County Parks Department	1700 Butterworth Dr. SW	Grand Rapids, MI 49534
		Kent County Social Services	415 Franklin St. SE	Grand Rapids, MI 49507
		Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
		Kent Michigan State University Extension	775 Ball Ave. NE	Grand Rapids, MI 49503
		Land Conservancy of West Michigan	1345 Monroe Ave. NW, Ste. 324	Grand Rapids, MI 49505
		League of Women Voters	735 Clark Crossing	Grand Rapids, MI 49506
		Lesbian & Gay Community Network	343 Atlas Ave. SE	Grand Rapids, MI 49506
		Mackinac Chapter-Sierra Club	109 East Grand River	Lansing, MI 48906
		MARP	3903 Navaho SW	Grandville, MI 49418
		Mary Free Bed Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49503
		MC Smith & Associates	529 Greenwood SE	Grand Rapids, MI 49506
		Meadowlawn Neighborhood Assn.	4838 Aleda SE	Kentwood, MI 49508
		Mercy Ambulance Service	517 S. Division St.	Grand Rapids, MI 49503
		Metropolitan Hospital	PO Box 916	Wyoming, MI 49509
		MI Assn. For the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
		MI Black Expo	323 S. Division St.	Grand Rapids, MI 49503
		MI United Conservation Club	3747 Hordyk NE	Grand Rapids, MI 49505
		Michigan Dept. of Agriculture	PO Box 30017	Lansing, MI 48909
		Michigan Dept. of Community Health	201 Townsend St.	Lansing, MI 48913
		Michigan Dept. of Environmental Quality	4460 44th St. SE, Ste. E	Kentwood, MI 49512
		Michigan Dept. of Natural Resources	Mason Building, Sixth Floor, PO Box 30028	Lansing, MI 48909
		Michigan Economic Development Corporation	300 North Washington Square	Lansing, MI 48913
		Michigan Historical Center	PO Box 30740	Lansing, MI 48909
		Michigan Oaks Neighborhood Assn.	35 Belaire NE	Grand Rapids, MI 49503
		Midtown Neighborhood Association	1147 E. Fulton St. SE	Grand Rapids, MI 49503
		Millbrook Neighborhood Assn.	1720 Weymouth SE	Grand Rapids, MI 49508
		NAACP	640 Eastern Ave. SE	Grand Rapids, MI 49503
		Neighbors of Belknap Lookout	PO Box 3138	Grand Rapids, MI 49501
		North County Trails-West Chapter	10822 26th Ave.	Grand Rapids, MI 49504
		North End Neighborhood Assn.	2656 Fuller Ave. NE	Grand Rapids, MI 49505
		North Park Neighborhood Assn.	526 North Park St. NE	Grand Rapids, MI 49505
		Nottawaseppi Huron Band of Potawatomi	2221 1 1/2 Mile Rd.	Fulton, MI 49052
		Old Farm Estates Neighborhood Assn.	2118 Bayham SE	Kentwood, MI 49508
		Ottawa Hills Neighborhood Assn.	1506 Fisk Road SE	Grand Rapids, MI 49506
		Parker Motor Freight	3525 Scheele Dr #B	Jackson, MI 49202
		Paws for a Cause	4646 South Division	Moline, MI 49348
		Pine Rest Christian Hospital	300 68th St. SE	Grand Rapids, MI 49501
		Port City Cab Company	1245 S. Division Ave.	Grand Rapids, MI 49507
		Project Rehab	330 Eastern Ave. SE	E. Grand Rapids, MI 49503
		Rental Property Owners Assn.	1459 Michigan St. NE	Grand Rapids, MI 49503
		Retired & Senior Volunteer Program	516 Cherry St. SE #1	Grand Rapids, MI 49503
		Rideline	3375 S. Division Ave.	Grand Rapids, MI 49548
		Ridgemoor Neighborhood Association	2260 Woodcliff Ave. SE	Grand Rapids, MI 49546
		Riverview Aviation	805 Taylor	Jenison, MI 49428

First Name	Last Name	Company	Address	City, State, Zip
		Roadway Express	1400 Federal St. SW	Wyoming, MI 49509
		Robinson Cartage Co.	2712 Chicago Dr. SW	Wyoming, MI 49509
		Roosevelt Park Neighborhood Assn.	1251 Grandville Ave. SW	Grand Rapids, MI 49503
		S.J. Wisinski & Co.	2618 East Paris Ave. SE	Grand Rapids, MI 49546
		Saint Mary's Hospital	200 Jefferson Ave. SE	Grand Rapids, MI 49503
		Salvation Army	1491 S. Division Ave.	Grand Rapids, MI 49505
		Senior Neighbors	820 Monroe Ave. NW	Grand Rapids, MI 49503
		South Hill Neighborhood Association	716 College Ave. SE	Grand Rapids, MI 49503
		South West Area Neighbors	705 West Fulton St.	Grand Rapids, MI 49504
		Southeast End Neighborhood Association	900 Fuller Ave. SE	Grand Rapids, MI 49506
		Spare Tire Bike Shop	545 Fountain St. NE	Grand Rapids, MI 49503
		Spectrum Health	100 Michigan St. NE	Grand Rapids, MI 49503
		Sprinter Services, Inc.	2900 Dixie Ave. SW	Grandville, MI 49418
		St. Mary's Health Services	200 Jefferson Ave. SE	Grand Rapids, MI 49503
		Take Pride! Community	1014 Franklin St. SE	Grand Rapids, MI 49507
		The Contact Center	750 Cherry St. SE	Grand Rapids, MI 49503
		The Rapid Wheelmen	PO Box 1008	Grand Rapids, MI 49501
		The Right Place, Inc.	161 Ottawa Ave. NW, Ste. 400	Grand Rapids, MI 49503
		The TLC Group, Inc.	8300 Logistic Dr.	Zeeland, MI 49464
		Thornapple River Watershed Council	PO Box 341	Caledonia, MI 49316
		Thornapple Trail Assn.	PO Box 393	Middleville, MI 49333
		Towne Air Freight, Inc.	5450 Kraft Ave. SE	Grand Rapids, MI 49512
		United Parcel Service	2960 Lucerne SE	Grand Rapids, MI 49546
		USDA-Michigan State Office	3001 Coolidge Rd.	E. Lansing, MI 48823
		USGS - Lansing District Office	6520 Mercantile Way, Ste. 5	Lansing, MI 48911
		Van's Delivery Service, Inc.	2400 Turner Ave. NW	Walker, MI 49504
		Village Bike Shop	2844 Thornapple River Drive SE	Cascade, MI 49546
		Walnut Hills Condo #2 Association	4141 Walnut Hills Ln. SE	Kentwood, MI 49512
		West Grand Neighborhood Assn.	625 Broadway Ave. NW	Grand Rapids, MI 49504
		West Side Connection	PO Box 140412	Grand Rapids, MI 49514
		Western Michigan University - Grand Rapids	200 Ionia Ave. SW	Grand Rapids, MI 49503
		WGRD AM/FM News Department	50 Monroe Ave. NW	Grand Rapids, MI 49503
		WGVU AM/FM News Department	301 W Fulton St.	Grand Rapids, MI 49504
		WOOD Radio News	77 Monroe Center NW #1000	Grand Rapids, MI 49503
		WWMT Channel 3 (CBS)	590 West Maple St.	Kalamazoo, MI 49008
		WXMI Channel 17 (FOX)	3117 Plaza Drive NE	Grand Rapids, MI 49525
		Wyoming Senior Citizens	2380 DeHoop Ave. SW	Wyoming, MI 49509
		YMCA/YWCA	40 Monroe Center St. NW, Ste. 201	Grand Rapids, MI 49503

2) Grand Rapids Press Newspaper Advertisement, February 26, 2009

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 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:

February 26, 2009

GVMC Notice of Public Input Opportunity for Transportation Air Quality Impact

The Grand Valley Metro Council (GVMC) is seeking comment on an area air quality analysis for transportation projects that may be funded as a result of the Federal economic stimulus package. These potentially Federally funded projects are an amendment to the current Transp. Improvement Program and therefore require air quality conformity findings. These findings may be found at www.gvmc.org and at our offices. Those wishing to comment may do so by email, fax, or phone or in person on:

March 11, 2009, 3:30-6:30 PM at the Wyoming Library, 3350 Michael Ave., Wyoming
or
March 18, 2009, 9:30-10:30 AM at the Kent County Road Commission, 1500 Scribner NW, Grand Rapids

For more information or to submit comments, contact Andrea Dewey, Transportation Planner, GVMC, 40 Pearl St. NW, Suite 410, Grand Rapids, MI 49503.
Phone: (616) 776-7601 Fax: (616) 774-9292 E-mail: andrea.dewey@gvmc.org

Customer Name:
GRAND VALLEY METRO LEGAL ADS

Sheryl L DeVriendt

Sheryl L DeVriendt

Subscribed and sworn to before me this 26th day of February A.D. 2009

Diane F. Fase

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

My Commission Expires: February 19, 2014

Folios 1 Times $ 221.40
Affidavit $ 0.00
Words/Lines
$ 221.40

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

AFFIDAVIT OF PUBLICATION
GRAND RAPIDS PRESS
GRAND RAPIDS, MICHIGAN

IN THE MATTER OF

GRAND VALLEY METRO LEGAL ADS
ANDREA DEWEY
40 PEARL ST
SUITE 410
GRAND RAPIDS MI 49503

Received and filed this 26th day of February A.D. 2009

0003140340

3) Sign-in sheet from the March 11, 2009 Public Meeting

GVMC

Grand Valley Metropolitan Council

Transportation Division

Transportation Improvement Program and Long Range Transportation Plan Amendments

Wednesday, March 11, 2009

Wyoming Public Library

Sign-In Sheet

NAME	ADDRESS	PHONE OR E-MAIL
Steve Waalkes	3623 Oak Terrace 49546	swaalkes@miconcpave.com
KEN DILLER	133 CANTERBURY S.W	kdiller133@sbcglobal.net
Tory Kamerling	4800 Clyde Park	tory@goodgmc.com
Tim Chambers	McKinney Tire 4359 S. Division SW	531-4440 timchambers@yahoo.com
Shawn Bradley	31-44th St SW	bradleyacehardware@comcast.net
William F. Farrow	51-44th St, S.W.	818-0969 (616)
Dick Lemke	31-44th St. SW	AceRenting@att.net
DENNIS KENT	1700 FAITH DR Lowell 49331	
Steve Redman	5949 Windbrook SE Kentwood 49508	
Derek DeWeerd	44th St	
Donald Joyner	5320 S. Div Ave Kentwood 49512	
Kari Alberda	211 44th SW 49548	stedman_kari@Hotmail.com

4) Public Comment received

PHONE comment – Received March, 11, 2009; 10:38 am
Daniel McIntire, 1123 2nd Street Grand Rapids, asked that the Michigan Department of Transportation consider LED or other energy efficient lighting for the project on I-196 between the Grand River/US-131 and Fuller Avenue.

Staff took his comment over the phone, no response was requested.

5) March 18, 2009 Policy Agenda that includes an opportunity for public comment on the LRTP Amendment

GRAND VALLEY METROPOLITAN COUNCIL

ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BYRON TOWNSHIP • CALEDONIA TOWNSHIP • CA (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 (IONIA (JAMESTOWNSHIP • KENT COUNTY • KENTWOOD • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

POLICY COMMITTEE
Wednesday, March 18, 2009
9:30 AM
KENT COUNTY ROAD COMMISSION OFFICES
COMMISSIONERS BOARD ROOM
1500 SCRIBNER NW, GRAND RAPIDS

AGENDA

I. ROLL CALL AND INTRODUCTIONS

II. APPROVAL OF MINUTES—ACTION: Dated February 18, 2009
Please refer to Item II: Attachment A

III. OPPORTUNITY FOR PUBLIC COMMENT—Comments on the 2035 Long Range Transportation Plan Amendment and Air Quality Conformity Analysis are invited.

IV. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT PUBLIC INVOLVEMENT—INFORMATION:
Staff will update the Committee on the public involvement effort for the 2035 LRTP Amendment and Air Quality Conformity Analysis as a result of the ARRA MDOT transportation project on I-196.
Please refer to Item IV: Attachment A

V. 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT PUBLIC INVOLVEMENT—INFORMATION:
Staff will update the Committee on the public involvement effort for the 2008-2011 TIP Amendment as a result of the American Recovery and Reinvestment Act of 2009 (ARRA) transportation projects.
Please refer to Item V: Attachment A

VI. AIR QUALITY CONFORMITY ANAYSIS—ACTION
The committee will be asked to approve the revised air quality conformity results.
Please refer to Item VI: Attachment A

VII. 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT—ACTION:
The Committee will be asked to approve an amendment to the FY 2008-2011 TIP for the inclusion of projects selected as a result of the ARRA.
Please refer to Item VII: Attachment A

APPENDIX N: LRTP Amendment, Approved March 4, 2010

Amendments to the Long Range Transportation Plan (LRTP) or the Transportation Improvement Program (TIP) require Federal approval. These changes generally include the addition or deletion of a project, major cost changes, and major changes in project concept or scope and limits. These types of project changes often stimulate a reassessment of the impact each project will have on area air quality and these changes warrant consultation with the general public.

Amendments to the 2035 Long Range Transportation Plan planning document and project list were determined to be required.

Below is a list that shows the name of each project as well as changes to project timing and scope (limits).

1) **Original Project:**
FY (Fiscal Year) 2026-2035 EDF-C
Forest Hill Ave – M-21 to Ada Drive – Reconstruct and add center turn lane
1.06 miles
Project Change:
The project is to be split into two – with new limits of **Forest Hill Ave – Braeburn to Ada Drive** (.47 miles) and **Forest Hill Ave – Braeburn to M-21** (.59 miles). Forest Hill Ave – Braeburn to Ada Drive will moving in the LRTP from FY 2026-2335 EDF-C to FY 2008-2011 EDF-C. Forest Hill Ave – Braeburn to M-21 will remain where it is currently listed in the LRTP (FY 2026-2035 EDF-C).

2) **Original Project:**
FY 2008-2011 STP-U
4 Mile Road – Peach Ridge Ave to Baumhoff – Reconstruct and widen from 2 to 3 lanes
1.00 miles
Project Change:
This project will change years in the LRTP from FY 2008-2011 STP-U to FY 2012-2018 STP-U.

3) **Original Project:**
FY 2008-2011 EDF-C
76th Street – Eastern to Kalamazoo – Reconstruct and widen from 2-3 lanes
1.00 miles
Project Change:
This project will be deleted from the plan due to insufficient traffic volume.

4) **Original Project:**
FY 2019-2025 EDF-C
Northland Drive – M-57 to 15 Mile Road – Reconstruct and add center turn lane
1.00 miles
Project Change:
This project is changing years in the LRTP from FY 2019-2025 EDF-C to FY 2008-2011 EDF-C. The limits of the project are also changing slightly to **Northland Drive – M-57 to Indian Lakes Road**.
1.31 miles

5) **Original Project:**
FY 2008-2010 EDF-C
3 Mile Road – Walker Ave to Elmridge – Reconstruct and widen from 2 to 5 lanes
.69 miles
Project Change:
This project is changing years in the LRTP from FY 2008-2010 EDF-C to FY 2019-2025 EDF-C. The project limits change slightly to the following: **3 Mile Road – Walker Ave to Indian Creek Road**.
.61 miles

As a result of these project changes, a reassessment of air quality conformity was required and conducted, and can be found within Appendix F of this document.

As part of the amendment process, public input was sought in accordance with the Grand Valley Metropolitan Council Transportation Public Participation Plan, including a comprehensive mailing to our Consultation list, public notice in the Advance newspaper, and an opportunity for public comment at our regularly scheduled Policy Committee meeting. The LRTP Amendment Memorandum and Project lists were also placed on the GVMC website prior to the start of the pubic comment period (Jan 12, 2010 – Feb 12, 2010). No public comments were received on the proposed LRTP amendment. Documentation of the public participation process may be found in the following pages and includes:

1) A copy of the Public Consultation Memorandum that went to all of Consultation List notifying them of the proposed LRTP Amendment

2) A copy of the Public Consultation List

3) A copy of the newspaper advertisement in the Grand Rapids Press, January 12, 2010 announcing an opportunity for public comment for the LRTP Amendment and the Air Quality Conformity Analysis. The posting also informed the public of an opportunity for comment in-person at the February 17, 2010 Policy Committee meeting.

1) Public Consultation Memorandum

GVMC

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 • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: January 12, 2010

TO: Concerned Citizens and Organizations

FROM: Andrea Dewey, Transportation Planner

RE: 2035 Long Range Transportation Plan Amendment

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 Long Range Transportation Plan Amendment process. GVMC is seeking input on proposed changes to its 2035 Long Range Transportation Plan. The purpose for this notification is to promote cooperation and consultation in the transportation planning process with the general public as well as agencies that are responsible for environmental protection, historical preservation, natural resource management, transportation services, economic development, human services, and land use planning as well as individuals and groups that are interested and impacted by transportation projects.

An amendment is needed to the Long Range Transportation Plan (LRTP) document due to changes to five projects. Four project changes are the result of modified project timing (either accelerating or delaying project completion) and one project is being deleted from the LRTP due to insufficient traffic volumes. On the reverse side of this memo is a brief explanation of these changes. A complete list of projects and copies of the documents are available on our website www.gvmc.org. Additionally, these project changes warrant a reassessment of the air quality conformity findings for the area, and a revised Air Quality Conformity Analysis is also available on the GVMC website for your review.

GVMC is seeking public comment on these project changes and the results of the Air Quality Conformity Analysis. It is important to note that the project changes would have no adverse impact on area air quality. This letter is simply to notify you of the proposed project changes, that the air quality conformity results are available for your review, and to encourage your participation and comments during the amendment process.

Action on your part is not required. You are receiving this notice for information purposes only. However, your comments are an integral part of the transportation planning process and we appreciate your input to identify potential issues. If you have any questions or comments or need more information, please contact us at:

Grand Valley Metropolitan Council
Attn: Andrea Dewey, Transportation Planner
678 Front Ave N.W., Suite 200, Grand Rapids, MI 49504
Telephone: (616) 776-7601 Fax: (616) 774-9292 E-mail: andrea.dewey@gvmc.org

Comments must be received by **February 12, 2010**. If you would rather speak to GVMC staff, the public is always welcome to comment at our regularly scheduled Policy Committee Meeting:

February 17, 2010 9:30-10:30 AM at the Kent County Road Commission, 1500 Scribner NW, Grand Rapids

Thank you for your participation.
Attachment

2035 Long Range Transportation Plan Project Changes

Amendments to the Long Range Transportation Plan (LRTP) require Federal approval. These changes generally include the addition or deletion of a project, major cost changes, and major changes in project concept or scope and limits. These types of project changes often stimulate a reassessment of the impact each project will have on area air quality, and these changes warrant consultation with the general public.

Changes to the Long Range Transportation Plan document and project list must be made for the projects listed below. This list describes the original project and documents the proposed changes (ex. project name, timing, and limits). To view the LRTP, including the LRTP project list, in its entirety, please visit www.gvmc.org.

1) **Original Project:**
FY (Fiscal Year) 2026-2035 EDF-C
Forest Hill Ave – M-21 to Ada Drive – Reconstruct and add center turn lane
1.06 miles
Proposed Change:
The project is to be split into two – with new limits of **Forest Hill Ave – Braeburn to Ada Drive** (.47 miles) and **Forest Hill Ave – Braeburn to M-21** (.59 miles). Forest Hill Ave – Braeburn to Ada Drive will be moving in the LRTP from FY 2026-2035 EDF-C to FY 2008-2011 EDF-C. Forest Hill Ave – Braeburn to M-21 will remain where it is currently listed in the LRTP (FY 2026-2035 EDF-C).

2) **Original Project:**
FY 2008-2011 STP-U
4 Mile Road – Peach Ridge Ave to Baumhoff – Reconstruct and widen from 2 to 3 lanes
1.00 miles
Proposed Change:
This project is moving in the Long Range Plan from FY 2008-2011 STP-U to FY 2012-2018 STP-U.

3) **Original Project:**
FY 2008-2011 EDF-C
76th Street – Eastern to Kalamazoo – Reconstruct and widen from 2 to 3 lanes
1.00 miles
Proposed Change:
This project will be deleted from the plan due to insufficient traffic volume.

4) **Original Project:**
FY 2019-2025 EDF-C
Northland Drive – M-57 to 15 Mile Road – Reconstruct and add center turn lane
1.00 miles
Proposed Change:
This project is moving in the Long Range Plan from FY 2019-2025 EDF-C to FY 2008-2011 EDF-C. The limits of the project are also changing slightly to **Northland Drive – M-57 to Indian Lakes Road**.
1.31 miles

5) **Original Project:**
FY 2008-2010 EDF-C
3 Mile Road – Walker Ave to Elmridge – Reconstruct and widen from 2 to 5 lanes
.69 miles
Proposed Change:
This project is moving in the Long Range Plan from FY 2008-2010 EDF-C to FY 2019-2025 EDF-C. The project limits change slightly to the following: **3 Mile Road – Walker Ave to Indian Creek Road**.
.61 miles

Some Relevant Definitions – *for a complete list of definitions see Appendix B of the LRTP*

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

Surface Transportation Program – Urban (STP-U) - Federal funding category geared specifically to urbanized areas

Transportation Economic Development Funds – Category C (EDF-C) - This general program has different lettered categories A through F that provide competitive statewide funding for roadways of different types that serve an economic development purpose.

2) Public Consultation List

CONSULTATION LIST OF RECIPIENTS

First Name	Last Name	Company	Address	City, State, Zip
Cindy	Bartman	City of East Grand Rapids	750 Lakeside Dr. SE	E. Grand Rapids, MI 49506
Pamela	Benjamin	Eastown Neighborhood Assn.	415 Ethel Ave. SE	E. Grand Rapids, MI 49506
Dale	Bergman	Sparta Township	160 E. Division St.	Sparta, MI 49345
Wanda	Bierman	Kent County Health Department	700 Fuller Ave. NE	Grand Rapids, MI 49503
Dorothy	Bishop	Nelson Township	2 Maple St.	Sand Lake, MI 49343
Paula	Blumm	Lowell Charter Township	2910 Alden Nash Ave. SE	Lowell, MI 49331
Larry	Borum	Grand Rapids Urban League	745 Eastern Ave. SE	Grand Rapids, MI 49503
Lois	Brinks	American Red Cross	313 W. Webster Ave.	Muskegon, MI 49440
James	Buck	City of Grandville	3195 Wilson Ave. SW	Grandville, MI 49418
Steven T.	Buckner	Village of Kent City	PO Box 296	Kent City, MI 49330
Tom	Bulten	Oakdale Neighbors Information	1260 Kalamazoo Ave. SE	Grand Rapids, MI 49507
Bill	Byl	Kent County Drain Commission	1500 Scribner Ave. NW	Grand Rapids, MI 49504
Michelle E.	Cameron	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Peter	Chan	WXMI Channel 17	3117 Plaza Drive NE	Grand Rapids, MI 49525
Brian	Cloyd	Steelcase, Inc.	P.O. Box 1967	Grand Rapids, MI 49501
Jeff	Cranson	Grand Rapids Press	155 Michigan St. NW	Grand Rapids, MI 49503
John	Crawford	Wyoming - Kentwood Chamber Of Commerce	590 32nd Street SE	Wyoming, MI 49548
Kathy	Crosby	Goodwill Industries	3035 Prairie St. SW	Grandville, MI 49418
Sam	Cummings	Second Story Properties	15 Ionia Ave. SW	Grand Rapids, MI 49503
Fran	Dalton	St. Stephens	728 Fuller Ave. NE	Grand Rapids, MI 49503
Monte	Davis	Match-E-Be-Nash-She-Wish Band of Potawatomi Indians	1743 142nd Ave, PO Box 218	Dorr, MI 49323
Chuck	Davison	Alticor Inc.	7575 E. Fulton St.	Ada, MI 49355
William	Dean	Oakfield Township	10300 14 Mile Rd. NE	Rockford, MI 49341
David	Dewey	Village of Sand Lake	2 Maple St.	Sand Lake, MI 49343
Alex	DeYonker	Warner, Norcross & Judd, LLP	111 Lyon St. NW, Ste. 900	Grand Rapids, MI 49503
Pam	Doty-Nation	Habitat for Humanity	539 New SW	Grand Rapids, MI 49503
Beverly	Drake	ACSET Council	144 East Fulton St.	Grand Rapids, MI 49503
Robert	Ellick	Solon Township	2305 19 Mile Rd. NW	Cedar Springs, MI 49319
Jeanne	Englehart	Grand Rapids Area Chamber of Commerce	111 Pearl St. NW	Grand Rapids, MI 49503
Don	Faass		7374 Grachen SE	Grand Rapids, MI 49549
Tom	Fehsenfeld	Crystal Flash	3460 Reeds Lake Blvd. SE	Grand Rapids, MI 49506
Randolph	Flechsig	Davenport University	415 East Fulton St.	Grand Rapids, MI 49503
Frank	Force	Grattan Township	12050 Old Belding Rd. NE	Belding, MI 48809
Richard	Granse	Friends of the White Pine Trail	7259 Packer Dr. NE	Belmont, MI 49306
Cheryl	Grant	WZZM TV 13 (ABC)	PO Box Z	Grand Rapids, MI 49501
Susan	Haddix	Windmill Pointe	588 48th St. SE	Kentwood, MI 49508
George	Heartwell	City of Grand Rapids	300 Monroe Ave. NW	Grand Rapids, MI 49503
Dennis	Hoemke	Algoma Township	10531 Algoma Ave. NE	Rockford, MI 49341
Jack	Hoffman	Wheeler, Upham, P.C.	40 Pearl St. NW 2nd Floor	Grand Rapids, MI 49503
Mort	Hoffman		42 Robinhood Dr. SE	Grand Rapids, MI 49546
Mary	Hollinrake	Kent County	300 Monroe Ave. NW	Grand Rapids, MI 49503
Rachael	Hood	West MI Environmental Action Council	1007 Lake Dr. SE	Grand Rapids, MI 49506
Kenneth	Hoskins	Grand Rapids Public Schools	1051 Evergreen SE	Grand Rapids, MI 49507
Melinda	Howard	Kentwood Estates	4737 Flying Eagle SE	Kentwood, MI 49508
Jerry	Hunsburger	Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
Rand	Kahrs	Village of Casnovia	PO Box 36	Casnovia, MI 49318
Nancy	Kehoe	Heart of West Michigan United Way	118 Commerce Ave. SW	Grand Rapids, MI 49503

First Name	Last Name	Company	Address	City, State, Zip
Curt	Kemppainen	Kent County Dept. of Public Works	1500 Scribner Ave. NW	Grand Rapids, MI 49503
Jeff	Knapp	Spencer Township	14960 Meddler Ave. NE	Gowen, MI 49326
John	Koches	Grand Valley State University	740 West Shoreline Drive	Muskegon, MI 49441
Ronald	Koehler	Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
Joan	Konyndyk	Hope Network	PO Box 141	Grand Rapids, MI 49501
Daniel	Krueger	Ottawa County	414 Washington St., Room 301	Grand Haven, MI 49417
Katherine	Kuhn		2037 Swensberg Ave. NE	Grand Rapids, MI 49505
Ray B.	Lanning		415 Paris Ave. SE	Grand Rapids, MI 49503
Susie	Logie		601 Cherry St. SE	Grand Rapids, MI 49503
Jim	Loy	WOOD TV 8 News Department	120 College Ave. SE	Grand Rapids, MI 49503
Peter	MacGregor	Cannon Township	6878 Belding Rd. NE	Rockford, MI 49341
Tom	McDonald		7287 Denison SE	Grand Rapids, MI 49546
Jim	Miedema	Jamestown Township	PO Box 88	Jamestown, MI 49427
Richard	Moll	City of Rockford	7 S. Monroe St., PO Box 561	Rockford, MI 49341
James	Moyer	Grand Valley State University	1 Campus Drive	Allendale, MI 49401
Mark	Murray	Meijer, Inc.	2929 Walker Ave. NW	Grand Rapids, MI 49544
Charles	Myers	City of Lowell	301 E. Main St.	Lowell, MI 49331
Ronald	Newsome	South East End Neighborhood Assn.	900 Fuller Ave. SE	Grand Rapids, MI 49506
Juan	Olivarez	Grand Rapids Community College	143 Bostwick Ave. NE	Grand Rapids, MI 49503
Barbara	Pekich	Heartside Ministry	54 S. Division St.	Grand Rapids, MI 49503
Edie	Pettis	Pettis Farms	PO Box 455	Ada, MI 49301
Chuck	Porter	Courtland Township	8715 Whittall St. NE	Rockford, MI 49341
Jan	Preoli	Friends of the White Pine Trail	PO Box 159	Belmont, MI 49306
Patricia	Pulliam	Grand Rapids Times	2016 Eastern Ave. SE	Grand Rapids, MI 49507
Lynn	Rabaut	City of Grand Rapids	1071 Cherrywood Lane NE	Grand Rapids, MI 49505
Ken & Maureen	Radlick		1891 Thornapple River Dr. SE	Grand Rapids, MI 49546
Rosemary	Ramos	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Kathleen	Ray		5792 Rollaway Drive NE	Comstock Park, MI 49321
Esther	Reyes	Garfield Park Neighborhoods Association	334 Burton St. SE	Grand Rapids, MI 49507
Pamela	Ritsema	City of Grand Rapids	50 Ottawa NW	Grand Rapids, MI 49501
Rick	Root	City of Kentwood	4900 Breton Ave. SE, PO Box 8848	Kentwood, MI 49518
Judy	Rose	Black Hills Citizens for a Better Community	939 Kensington Ave SW	Grand Rapids, MI 49503
Becky	Rozeboom	Neighborhood Associations Overview Map Information	1239 Fuller Ave SE	Grand Rapids, MI 49506
Kent	Rubley	Ottawa Co. Road Commission	PO Box 739	Grand Haven, MI 49417
Roger	Rycenga	Ottawa County Commissioner	10170 76th Ave.	Allendale, MI 49401
Tim	Sandifer	South East Community Association	1408 Madison Ave. SE	Grand Rapids, MI 49507
Rob	Sanford	WCUZ Radio News	77 Monroe Center Suite 1000	Grand Rapids, MI 49503
Keary	Sawyer		418 College Ave. NE	Grand Rapids, MI 49503
John	Scholtz	Ottawa County Parks & Recreation	12220 Fillmore St. Rm 331	West Olive, MI 49460
Amy B.	Schreiner	Assn. for the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
Norm	Sevensma	West MI Environmental Action Council	2612 Hamphsire Blvd. SE	E. Grand Rapids, MI 49506
Dan	Shepard	Little River Band of Ottawa Indians	375 River Street	Manistee, MI 49660
Joe	Sibley	Disability Advocates of Kent County	3600 Camelot SE	Grand Rapids, MI 49546
Sandy	Simon	AAA of Michigan	6305 Kenowa Ave. SW	Grandville, MI 49418
Rosa L.	Smith	Kentwood Pines N.A.	4637 Potter Ave SE	Kentwood, MI 49508
James	Stanton		359 Briarwood Ave. SE	E. Grand Rapids, MI 49506

First Name	Last Name	Company	Address	City, State, Zip
Ione	Stark	Tyrone Township	28 E. Muskegon St. PO Box 275	Kent City, MI 49330
Ron	Stonehouse	Kent County	300 Monroe Ave. NW, City Hall Rm. 460	Grand Rapids, MI 49503
Dennis	Sturtevant	Dwelling Place of Grand Rapids	101 Sheldon Blvd. SE, Ste. 2	Grand Rapids, MI 49503
Debra	Taliaferro		5522 Claudia Ave. SE	Grand Rapids, MI 49548
Tom	Tilma		1635 Hall Street SE	Grand Rapids, MI 49506
Carol	Valade	Grand Rapids Business Journal	549 Ottawa Ave. NW, Ste. 201	Grand Rapids, MI 49503
Rob	Verheulen	City of Walker	4243 Remembrance Rd. NW	Walker, MI 49534
Michelle	Visscher	Commission for the Blind	350 Ottawa Ave. NW	Grand Rapids, MI 49503
Steven	Waalkes	Michigan Concrete Paving Assn.	6757 Cascade Rd. SE, Ste. 190	Grand Rapids, MI 49546
John D.	Warners	Leisure South Condominiums	5706 Leisure South Dr. SE	Kentwood, MI 49548
Christian	Wenger	Bowne Township	PO Box 35	Alto, MI 49302
Bill	Wiersma	Tallmadge Township	0-1451 Leonard St. NW	Grand Rapids, MI 49544
Paul & Joan	Williams	Princeton Estates	1667 Lockmere Dr. SE	Kentwood, MI 49508
Steve	Wilson	Grand Rapids Visitors & Convention Bureau	171 Monroe Ave NW, Suite 700	Grand Rapids, MI 49503
Tim	Wittenbach	Vergennes Township	10381 Bailey Dr., PO Box 208	Lowell, MI 49331
Mike	Wyngarden	Advance Newspapers	PO Box 9	Jenison, MI 49429
Dave	Zylstra	Caledonia Charter Township	250 Maple, PO Box 288	Caledonia, MI 49316
		4-C Regional Child Care	233 E. Fulton St.	Grand Rapids, MI 49503
		A Better Grand Rapids Limousine Svc.	1426 Lake Grove SE	Grand Rapids, MI 49546
		A Prestige Service	115 Valley Ave. NW	Grand Rapids, MI 49504
		Advance Transportation Co.	3101 Ken-O-Sha Industrial Ct. SE	Grand Rapids, MI 49508
		Aero Med-Air Medical Transport	100 Michigan St. NE	Grand Rapids, MI 49503
		Air Ambulance by Life EMS	1275 Cedar St. NE	Grand Rapids, MI 49503
		Alger Heights Neighborhood Assn.	PO Box 7809	Grand Rapids, MI 49510
		Alvan Motor Freight Inc.	3890 Eastern Ave. SE	Grand Rapids, MI 49508
		AMB-U-CAB by G.R. Veterans	517 S. Division Ave.	Grand Rapids, MI 49503
		American Cancer Society	400 Ann St. NW, Ste. 202	Grand Rapids, MI 49504
		American Civil Liberties Union	4417 Broadmoor Ave. SE	Grand Rapids, MI 49512
		Amway Hotel	187 Monroe Ave. NW	Grand Rapids, MI 49503
		Aquinas College	1607 Robinson Rd. SE	Grand Rapids, MI 49506
		Area Agency on Aging	1279 Cedar NE	Grand Rapids, MI 49503
		Arts Council of Greater Grand Rapids	PO Box 2265	Grand Rapids, MI 49501
		Association For Retarded Citizens	1331 Lake Dr. SE	Grand Rapids, MI 49503
		Baxter Community Center	935 Baxter St. SE	Grand Rapids, MI 49506
		Baxter Neighborhood Association	722 Eastern Ave. SE	Grand Rapids, MI 49507
		Bethany Christian Services	901 Eastern Ave. NE	Grand Rapids, MI 49503
		Big Brothers Big Sisters	805 Leonard St. SW	Grand Rapids, MI 49503
		Black Hills Citizens Group	939 Kensington SW	Grand Rapids, MI 49503
		Blandford Nature Center	1715 Hillburn NW	Grand Rapids, MI 49504
		Calder City Taxi	PO Box T	Grand Rapids, MI 49501
		Calvin College	3201 Burton St. SE	Grand Rapids, MI 49546
		Catholic Social Services	40 Jefferson Ave. SE	Grand Rapids, MI 49503
		Cherry Hill Historic District	211 Henry SE	Grand Rapids, MI 49503
		City of Cedar Springs	314 Ronald St.	Cedar Springs, MI 49319
		Coalition for the Preservation of the Grand River	4642 Abrigador Trail NE	Comstock Park, MI 49321
		Columbian Distribution	900 Hall St. SW	Grand Rapids, MI 49503
		Conrail	882 Hynes SW	Grand Rapids, MI 49507

First Name	Last Name	Company	Address	City, State, Zip
		Con-Way Central Express Inc.	5350 Kraft Ave. SE	Grand Rapids, MI 49512
		Cornerstone & Baptist Seminary	1001 East Beltline Ave. NE	Grand Rapids, MI 49525
		Creston Neighborhood Association	205 Carrier St. NE	Grand Rapids, MI 49505
		CSX Railroad	500 Waters St.	Jacksonville, FL 32202
		Dakotah Family Treatment Center	750 Cherry St. SE	Grand Rapids, MI 49506
		East Hills Council of Neighbors	131 Eastern SE	Grand Rapids, MI 49503
		East Hills Neighborhood Association	131 Eastern Ave. SE	Grand Rapids, MI 49503
		Easter Seal Society	4065 Saladin Dr. SE	E. Grand Rapids, MI 49506
		Environmental Protection Agency - Region 5	77 West Jackson Blvd.	Chicago, IL 60604
		Fair Housing Center of Greater Grand Rapids	1514 Wealthy St. SE, Ste. 226	Grand Rapids, MI 49506
		Family Outreach Program	1939 S. Division Ave.	Grand Rapids, MI 49507
		February Fourteen, Inc.	4525 50th St. SE	Grand Rapids, MI 49512
		Fish and Wildlife Service	2651 Coolidge Rd.	E. Lansing, MI 48823
		Fish-For-My-People	946 Brownell SE	Grand Rapids, MI 49508
		Fulton Heights Neighborhood Association	221 Baynton Ave. NE	Grand Rapids, MI 49503
		G.R. Ford International Airport	5500 44th St. SE	Grand Rapids, MI 49512
		Gainey Transportation Services	5976 Clay Ave. SW	Grand Rapids, MI 49548
		Garfield Park Neighborhood Assn.	334 Burton SE	E. Grand Rapids, MI 49507
		Gerontology Network Service	516 Cherry St. SE	Grand Rapids, MI 49508
		Gra-Bell Truck Line, Inc.	A-5253 144th Ave.	Holland, MI 49422
		Grand Action	160 Ottawa Ave. NW, Ste. 205F	Grand Rapids, MI 49503
		Grand Rapids Air Pollution Control	300 Monroe Ave. NW	Grand Rapids, MI 49503
		Grand Rapids Audubon Club	2021 Valentine NE	Grand Rapids, MI 49503
		Grand Rapids Community College	143 Bostwick Ave. NE	Grand Rapids, MI 49503
		Grand Rapids Community Foundation	161 Ottawa Ave. NW, Ste. 209 C	Grand Rapids, MI 49503
		Grand Rapids Downtown Development Authority	300 Monroe Ave. NW	Grand Rapids, MI 49503
		Grand Rapids Public Schools	1331 Franklin St. SE	Grand Rapids, MI 49506
		Grand Rapids Towing	5510 Clay Ave. SW	Grand Rapids, MI 49548
		Grand Rapids Youth Commonwealth	235 Straight St. NW	Grand Rapids, MI 49507
		Grand Valley State University	401 W Fulton St., #202C	Allendale, MI 49401
		Grassmid Transport	9525 Ransom St.	Zeeland, MI 49464
		GROW	25 Sheldon Ave. SE	Grand Rapids, MI 49503
		Hampton Meadows	2957 Wingate Dr. SE	Kentwood, MI 49508
		Health Care Associates of G.R.	3101 Prairie St. SW	Grandville, MI 49418
		Heartside/Downtown Neighborhood Assn.	54 South Division Ave.	Grand Rapids, MI 49503
		Heritage Hill Association	126 College Ave. SE	Grand Rapids, MI 49503
		Highland Park Association	725 Eastern Ave. NE	Grand Rapids, MI 49503
		Hispanic Center of W. Michigan	730 Grandville Ave. SW	Grand Rapids, MI 49503
		Historic Preservation	227 College Ave. SE	Grand Rapids, MI 49503
		Hospice of Grand Rapids	1260 Eckhart NE	Grand Rapids, MI 49503
		Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49501
		International Tree Corps.	1900 Wealthy St. SE, Ste. 290	E. Grand Rapids, MI 49506
		ITP - The Rapid	300 Ellsworth Ave. SW	Grand Rapids, MI 49503
		ITT Technical Institute	4020 Sparks Dr. SE	Grand Rapids, MI 49546
		John Ball Park Community Association	71 Richards Ave. NW	Grand Rapids, MI 49504
		John Ball Zoo	1300 W. Fulton St.	Grand Rapids, MI 49504
		Kendall College of Art/Design	111 N. Division Ave.	Grand Rapids, MI 49503
		Kent Community Hospital	750 Fuller Ave. SE	Grand Rapids, MI 49503

First Name	Last Name	Company	Address	City, State, Zip
		Kent Conservation District	3260 Eagle Park Dr. NE	Grand Rapids, MI 49525
		Kent County Farm Service Agency	3260 Eagle Park Dr. NE, Ste. 101	Grand Rapids, MI 49525
		Kent County Parks Department	1700 Butterworth Dr. SW	Grand Rapids, MI 49534
		Kent County Social Services	415 Franklin St. SE	Grand Rapids, MI 49507
		Kent Intermediate School District	2930 Knapp St. NE	Grand Rapids, MI 49525
		Kent Michigan State University Extension	775 Ball Ave. NE	Grand Rapids, MI 49503
		Land Conservancy of West Michigan	1345 Monroe Ave. NW, Ste. 324	Grand Rapids, MI 49505
		League of Women Voters	735 Clark Crossing	Grand Rapids, MI 49506
		Lesbian & Gay Community Network	343 Atlas Ave. SE	Grand Rapids, MI 49506
		Mackinac Chapter-Sierra Club	109 East Grand River	Lansing, MI 48906
		MARP	3903 Navaho SW	Grandville, MI 49418
		Mary Free Bed Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49503
		MC Smith & Associates	529 Greenwood SE	Grand Rapids, MI 49506
		Meadowlawn Neighborhood Assn.	4838 Aleda SE	Kentwood, MI 49508
		Mercy Ambulance Service	517 S. Division St.	Grand Rapids, MI 49503
		Metropolitan Hospital	PO Box 916	Wyoming, MI 49509
		MI Assn. For the Blind & Visually Impaired	456 Cherry St. SE	Grand Rapids, MI 49503
		MI Black Expo	323 S. Division St.	Grand Rapids, MI 49503
		MI United Conservation Club	3747 Hordyk NE	Grand Rapids, MI 49505
		Michigan Dept. of Agriculture	PO Box 30017	Lansing, MI 48909
		Michigan Dept. of Community Health	201 Townsend St.	Lansing, MI 48913
		Michigan Dept. of Environmental Quality	4460 44th St. SE, Ste. E	Kentwood, MI 49512
		Michigan Dept. of Natural Resources	Mason Building, Sixth Floor, PO Box 30028	Lansing, MI 48909
		Michigan Economic Development Corporation	300 North Washington Square	Lansing, MI 48913
		Michigan Historical Center	PO Box 30740	Lansing, MI 48909
		Michigan Oaks Neighborhood Assn.	35 Belaire NE	Grand Rapids, MI 49503
		Midtown Neighborhood Association	1147 E. Fulton St. SE	Grand Rapids, MI 49503
		Millbrook Neighborhood Assn.	1720 Weymouth SE	Grand Rapids, MI 49508
		NAACP	640 Eastern Ave. SE	Grand Rapids, MI 49503
		Neighbors of Belknap Lookout	PO Box 3138	Grand Rapids, MI 49501
		North County Trails-West Chapter	10822 26th Ave.	Grand Rapids, MI 49504
		North End Neighborhood Assn.	2656 Fuller Ave. NE	Grand Rapids, MI 49505
		North Park Neighborhood Assn.	526 North Park St. NE	Grand Rapids, MI 49505
		Nottawaseppi Huron Band of Potawatomi	2221 1 1/2 Mile Rd.	Fulton, MI 49052
		Old Farm Estates Neighborhood Assn.	2118 Bayham SE	Kentwood, MI 49508
		Ottawa Hills Neighborhood Assn.	1506 Fisk Road SE	Grand Rapids, MI 49506
		Parker Motor Freight	3525 Scheele Dr #B	Jackson, MI 49202
		Paws for a Cause	4646 South Division	Moline, MI 49348
		Pine Rest Christian Hospital	300 68th St. SE	Grand Rapids, MI 49501
		Port City Cab Company	1245 S. Division Ave.	Grand Rapids, MI 49507
		Project Rehab	330 Eastern Ave. SE	E. Grand Rapids, MI 49503
		Rental Property Owners Assn.	1459 Michigan St. NE	Grand Rapids, MI 49503
		Retired & Senior Volunteer Program	516 Cherry St. SE #1	Grand Rapids, MI 49503
		Rideline	3375 S. Division Ave.	Grand Rapids, MI 49548
		Ridgemoor Neighborhood Association	2260 Woodcliff Ave. SE	Grand Rapids, MI 49546
		Riverview Aviation	805 Taylor	Jenison, MI 49428

First Name	Last Name	Company	Address	City, State, Zip
		Roadway Express	1400 Federal St. SW	Wyoming, MI 49509
		Robinson Cartage Co.	2712 Chicago Dr. SW	Wyoming, MI 49509
		Roosevelt Park Neighborhood Assn.	1251 Grandville Ave. SW	Grand Rapids, MI 49503
		S.J. Wisinski & Co.	2618 East Paris Ave. SE	Grand Rapids, MI 49546
		Saint Mary's Hospital	200 Jefferson Ave. SE	Grand Rapids, MI 49503
		Salvation Army	1491 S. Division Ave.	Grand Rapids, MI 49505
		Senior Neighbors	820 Monroe Ave. NW	Grand Rapids, MI 49503
		South Hill Neighborhood Association	716 College Ave. SE	Grand Rapids, MI 49503
		South West Area Neighbors	705 West Fulton St.	Grand Rapids, MI 49504
		Southeast End Neighborhood Association	900 Fuller Ave. SE	Grand Rapids, MI 49506
		Spare Tire Bike Shop	545 Fountain St. NE	Grand Rapids, MI 49503
		Spectrum Health	100 Michigan St. NE	Grand Rapids, MI 49503
		Sprinter Services, Inc.	2900 Dixie Ave. SW	Grandville, MI 49418
		St. Mary's Health Services	200 Jefferson Ave. SE	Grand Rapids, MI 49503
		Take Pride! Community	1014 Franklin St. SE	Grand Rapids, MI 49507
		The Contact Center	750 Cherry St. SE	Grand Rapids, MI 49503
		The Rapid Wheelmen	PO Box 1008	Grand Rapids, MI 49501
		The Right Place, Inc.	161 Ottawa Ave. NW, Ste. 400	Grand Rapids, MI 49503
		The TLC Group, Inc.	8300 Logistic Dr.	Zeeland, MI 49464
		Thornapple River Watershed Council	PO Box 341	Caledonia, MI 49316
		Thornapple Trail Assn.	PO Box 393	Middleville, MI 49333
		Towne Air Freight, Inc.	5450 Kraft Ave. SE	Grand Rapids, MI 49512
		United Parcel Service	2960 Lucerne SE	Grand Rapids, MI 49546
		USDA-Michigan State Office	3001 Coolidge Rd.	E. Lansing, MI 48823
		USGS - Lansing District Office	6520 Mercantile Way, Ste. 5	Lansing, MI 48911
		Van's Delivery Service, Inc.	2400 Turner Ave. NW	Walker, MI 49504
		Village Bike Shop	2844 Thornapple River Drive SE	Cascade, MI 49546
		Walnut Hills Condo #2 Association	4141 Walnut Hills Ln. SE	Kentwood, MI 49512
		West Grand Neighborhood Assn.	625 Broadway Ave. NW	Grand Rapids, MI 49504
		West Side Connection	PO Box 140412	Grand Rapids, MI 49514
		Western Michigan University - Grand Rapids	200 Ionia Ave. SW	Grand Rapids, MI 49503
		WGRD AM/FM News Department	50 Monroe Ave. NW	Grand Rapids, MI 49503
		WGVU AM/FM News Department	301 W Fulton St.	Grand Rapids, MI 49504
		WOOD Radio News	77 Monroe Center NW #1000	Grand Rapids, MI 49503
		WWMT Channel 3 (CBS)	590 West Maple St.	Kalamazoo, MI 49008
		WXMI Channel 17 (FOX)	3117 Plaza Drive NE	Grand Rapids, MI 49525
		Wyoming Senior Citizens	2380 DeHoop Ave. SW	Wyoming, MI 49509
		YMCA/YWCA	40 Monroe Center St. NW, Ste. 201	Grand Rapids, MI 49503

3) Advance Newspaper Advertisement, January 12, 2010

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GVMC
GRAND VALLEY METRO COUNCIL

Notice of Public Input Opportunity

The Grand Valley Metro Council (GVMC) is seeking comment on an amendment to the 2035 Long Range Transportation Plan and an area air quality conformity analysis that is a result of the amendment. The Federally funded project changes that constitute the amendment consist of minor changes in timing and scope and the deletion of one project. A required air quality conformity analysis was conducted and the findings as well as information about the project changes may be found at www.gvmc.org and at our office. Those wishing to comment on the amendment and air quality conformity analysis may do so by email, fax, phone or in person at the regularly scheduled GVMC Policy Committee Meeting on:

February 17, 2010, 9:30-10:30 AM at the Kent County Road Commission, 1500 Scribner NW, Grand Rapids.

For more information or to submit comments, contact Andrea Dewey, Transportation Planner, GVMC, 678 Front Ave. NW, Suite 200, Grand Rapids, MI 49504.

Phone: (616) 776-7601 Fax: (616) 774-9292
Email: andrea.dewey@gvmc.org

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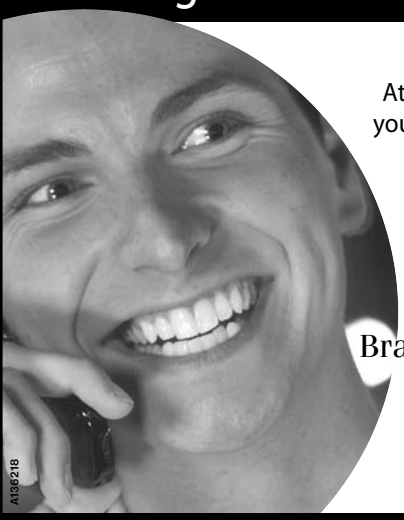

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MI Works! SHARE Network Access Point at Georgetown CRC.

This satellite office provides computer work stations that are available for internet job searches. Trained volunteers can provide general information about MI Works programs and to help in writing resumés and cover letters.

THURSDAYS
1:00-3:00
&
6:00-8:30

Georgetown Christian Reformed Church

PLEASE JOIN US!

These classes are open to the community and free of charge. RSVP appreciated but not necessary. Please call Georgetown's church office at 669-5180 to register or for information.

Resumé Workshop
January 14th, 1:00—3:00 PM

This 2 hour workshop will cover resumé content, style and mechanics; references; cover letters; and interview thank you correspondence.
Our guest presenter is Ellen Sprouls who will share from her extensive professional background in human resources and administration.

Ordinary Resilience: Coping in Challenging Times
January 21st, 1:00—2:00 PM

The current economic climate in our country is impacting almost everyone in some way. When life becomes more challenging as individuals cope with uncertainty and accumulating stress, there is good news! Personal resilience is ordinary and possible in these extraordinary economic times and everyone is capable of strengthening resilience.
This class is offered through partnership with Pine Rest Christian Mental Health Services. Our guest presenter will be Connie DeVantier from Pine Rest.

Access Site and classes held at Georgetown CRC
6475 40th Ave., Hudsonville (616) 669-5180 www.georgetowncrc.org

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PARK from page 1

plan. "…she is creating concern among the Board members that she is creating public support for her plan in order to make the public believe that there is a viable alternative plan for Dale Wagner Park," Treasurer Tom O'Rourke said in a statement last week.

Township residents will vote Aug. 3 on whether the Township Board should have approved rezoning to allow the Family Fare store to be built on the current Little League site.

While Geerts said her 30-acre community recreation proposal could be built anywhere, it is specifically designed to fit the property at the northwest corner of Baldwin Street and 28th Avenue. It includes remodeling the DeWindt farmhouse for use as office space, remodeling the barn for public gatherings like wedding receptions, and year-around recreation opportunities. Sixteen Little League fields form the core.

A diagram of the concept, along with Geerts' development proposal, can be seen on the Citizens for Improving Georgetown Township (CFIGT) Web site.

Geerts' plan is not a site plan that shows features like sidewalks, driveways, road right-of-way, and other setbacks. Other issues, such as whether the office building and banquet facility would be considered commercial uses, and parking for and access to a proposed community garden, are not addressed in the document.

"This came about in August, during one of the Planning Commission meetings," while commission members were reviewing the Space Source/Family Fare proposal, said Geerts. Georgetown Little League president Keith Huizenga had made a comment that the existing park had no room to expand parking, and the league had no money to renovate ball fields and the concession building.

"When he said that there's 30 acres, I thought, how is there not enough room? I had a plan that I drew up and put it on that

NICOLE GEERTS

land, and it fit. I sent it to an environmental architect for a conceptual drawing, and he verified that those 16 fields and parking would fit."

Geerts was a candidate for township supervisor in 2008. She has a background in accounting, and is currently taking classes at Grand Valley State University in public administration and sustainable planning. After talking with a landscape analysis professor at Grand Valley, Geerts completed the community park proposal, which includes suggestions for fundraising, and submitted it as a final assignment for her studies.

Geerts said the Georgetown Community Foundation has been formed, and a board made up of Georgetown Township residents is in place. They are Geerts; GVSU student and grant writer Sean Macanaly; Brett Strick, who maintains the CFIGT Web site; Danielle Ostafinski; and Lloyd VanDuyn. "Tentative" 501c3 papers are being drawn up for filing as a non-profit organization.

"This is an exercise in economic development," said Geerts. "The main component is community involvement. We have a board, which will be responsible for providing funding for this project." No cost estimates are included in the plan, but Geerts said she believes grant funding, corporate donations, and citizen contributions of money and time can be secured. With that, and revenues from the banquet facility, no taxpayer money would be

See PARK, page 10

APPENDIX O: 2035 LRTP Amendment, Approved June 3, 2010

Amendments to the Long Range Transportation Plan (LRTP) require Federal approval. These changes generally include the addition or deletion of a project, major cost changes, and major changes in project concept or scope and limits. These types of project changes often stimulate a reassessment of the impact each project will have on area air quality, and these changes warrant consultation with the general public.

Changes to the Long Range Transportation Plan document and project list must be made for the projects listed below. These changes are primarily a result of the development of the new 2011-2014 Transportation Improvement Program or short-term transportation project listing for our area. This list describes the original project and documents the proposed changes (ex. project name, timing, and limits). To view the LRTP, including the LRTP project list, in its entirety, please visit www.gvmc.org.

1) Original Project:
FY 2026-2035 EDF-C
Forest Hill Ave – Cascade Road to I-96 - reconstruct and add a center turn lane
.95 miles

Proposed Change:
This project will be split into two projects, changing years, changing scope, and changing funding sources. The new limits will be **Forest Hill Ave – North City Limits (Kentwood) to Cascade** (.35 miles) and **Forest Hill Ave – North City Limits (Kentwood) to I-96** (.91 miles).
The **Forest Hill Ave – North City Limits (Kentwood) to Cascade** project section will be moving to FY 2008-2011 EDF-C and will remain a road reconstruction with the addition of a center turn lane. The **Forest Hill – North City Limits (Kentwood) to I-96** project will be moving to FY 2012-2018 and changing funding sources to STP-U and will only be road reconstruction (No center turn lane added).

2) Original Project (s):
FY 2008-2011 EDF-C
Forest Hill Ave – Braeburn to Ada Drive – reconstruct and add center turn lane .47 miles

FY 2026-2035 EDF-C
Forest Hill Ave – Braeburn to M-21 – reconstruct and add center turn lane
.59 miles

Proposed Change:
The Forest Hill Ave – Braeburn to Ada Drive project will be moved to FY 2012-2018 EDF-C and the Forest Hill Ave – Braeburn to M-21 project will also be moved to FY 2012-2018 EDF-C so that the projects may be combined. The new project will be FY 2012-2018 EDF-C **Forest Hill Ave – Ada to M-21** reconstruct and add a center turn lane (1.00 mile).

3) Original Project:
FY 2008-2011 STP-U
Clyde Park Ave – 68th St to 76th St – resurface in 2011
1.01 miles

Proposed Change:

This project will have the limits slightly changed, will be changing funding sources, and be moved in the Plan to FY 2012-2018 EDF-C. The new project will be FY 2012-2018 EDF-C **Clyde Park Ave - .10 miles North of 76th St to .10 miles South of 68th St**, widen to two to three lanes (.80 miles).

4) Original Project:
FY 2026-2035 EDF-C
Northland Drive – 16 Mile Road to Cedar Springs South Limit – reconstruct and add center turn lane
.66 miles

Proposed Change:
This project will have the limits slightly changed and will be moved in the Plan to FY 2010-2018 EDF-C. The new project will be FY 2012-2018 EDF-C **Northland Drive – Indian Lake to South St**, reconstruct and widen to two to three lanes (1.2 miles).

5) Proposed Change:
A new project, **Knapp Street – At Grand River Drive** will be added to FY 2012- 2018 EDF-C
(.10).

6) Proposed Change:
A new project, **ITS – areawide** will be added to FY 2012-2018 EDF-C (no scope).

7) Original Project(s):
FY 2008-2011 STP-U
4 Mile Road – Baumhoff to Old Orchard - reconstruct and widen to two to three lanes
1.34 miles

FY 2012-2018 STP-U
4 Mile Road - Peachridge to Baumhoff - reconstruct and widen to two to three lanes
1.00 mile

Proposed Change:
The 4 Mile Road – Baumhoff to Old Orchard project will moving to FY 2012-2018 EDF-C, the limits will be changing as it will be combined with the 4 Mile Road – Peachridge to Baumhoff project. The new project will be FY 2012-2018 EDF-C **4 Mile Road – Walker Ave to Old Orchard Ave**, reconstruct and widen to two to three lanes (1.9 miles).

8) Original Project:
FY 2012-2018 EDF-C
68th Street – Clyde Park to Burlingame – Widen from 2-5 lanes in 2018.
1.0 mile

Proposed Change:
The 68th Street project will be changing federal funding sources within the same block of years in the plan and will be a resurfacing project instead of a widening project.
The new project description will be: FY 2012-2018 STP-U **68th Street – Clyde Park to Burlingame – Resurface by 2018**.

9) Original Project:
FY 2008-2011 STP-U
8th Avenue – Port Sheldon to 44th Street – Resurface existing in 2011

.50 miles

Proposed Change:
The 8th Avenue will be both resurfaced and have a center turn lane added.
The new project description will be: FY 2008-2011 STP-U **8th Avenue – Port Sheldon to 44th Street – Resurface and add center turn lane in 2011.** .50 miles

10) Original Project:
FY 2012-2018 STP-U
Division Avenue – 54th Street to 60th Street – Reconstruct and add center turn lane by 2014.
.76 miles

Proposed Change:
The Division Avenue project will be reconstructed and, instead of a center turn lane, a median will be added. The new project description will be: FY 2012-2018 STP-U **Division Avenue – 54th Street to 60th Street – Reconstruct from a 4-lane to a 4-lane divided by 2014.** .76 miles

11) Original Project:
FY 2019-2025 MDOT
Fuller - @ I-196 – Add turning lanes to bridges and ramps @ I-196
.10 miles

Proposed Change:
The project will be moved from FY 2019-2025 in the LRTP to FY 2008-2011. The new project will be: FY 2008-2011 MDOT, **Fuller - @ I-196 – Add turning lanes to bridge and ramps at I-196**. .10 miles

12) Original Project:
FY 2019-2025 EDF-C
West River Drive – Verta Avenue to M-44 (Northland Drive) – Reconstruct and Add Center Turn Lane by 2025
1.49 miles

Proposed Change:
The project will be changing years, funding sources, and limits. The project will be moved from FY 2019-2025 to 2008-2011 and be changing funding sources to STP-U.
The new project will be: FY 2008-2011 STP-U, **West River Drive – Rogue River to M 44 (Northland Drive) – Reconstruct and add center turn lane by 2011**.
.75 miles

As a result of these project changes, a reassessment of air quality conformity was required and conducted, and can be found within Appendix F of this document.

As part of the amendment process, public input was sought in accordance with the Grand Valley Metropolitan Council Transportation Public Participation Plan, including a comprehensive mailing to our Public Involvement and Consultation list, public notice in the Grand Rapids Press newspaper, and an opportunity for public comment at a May 18, 2010 Public Meeting and at our regularly scheduled Policy Committee meeting. The LRTP Amendment Memorandum and Project lists were also placed on the GVMC website prior to the start of the pubic comment period (April 24, 2010 – June 1, 2010). The Air Quality Conformity Analysis results were posted on our website in May 2010. No public comments were received relating to the proposed LRTP amendment or the corresponding Air Quality Conformity Analysis. Documentation of the public participation/consultation process may be found in the following pages and includes:

1) A copy of the Public Involvement and Consultation notification postcard that was mailed out May 3, 2010 with notification information for the proposed LRTP Amendment

2) A copy of the Public Involvement and Consultation List

3) A copy of the newspaper advertisement in the Grand Rapids Press, April 24, 2010 announcing an opportunity for public comment for the LRTP Amendment and the Air Quality Conformity Analysis. The posting also informed the public of an opportunity for comment in-person at a 2011-2014 TIP development meeting May 18, 2010.

4) A copy of the sign-in sheet from the May 18, 2010, 2011-2014 TIP development and LRTP Amendment meeting.

5) A copy of the Policy Committee Agenda from May 19, 2010, indicating the opportunity for comment prior to the start of the meeting.

1) Public Involvement and Consultation Postcard

GVMC

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

2) Public Involvement and Consultation List

Public Involvement and Consultation List

Last Name	First Name	Organization/Company	Job Title	City	State
Bartman	Cindy	City of East Grand Rapids	Mayor	East Grand Rapids	MI
Benjamin	Pamela	Eastown Neighborhood Assn.		East Grand Rapids	MI
Bergman	Dale	Sparta Township	Township Supervisor	Sparta	MI
Bierman	Wanda	Kent County Health Department	RN Family Health Services	Grand Rapids	MI
Bishop	Dorothy	Nelson Township	Township Supervisor	Sand Lake	MI
Bixby	Jack	Grand Rapids Eastern Railroad	General Manager	Vassar	MI
Bixby	Jack	Mid-Michigan Railroad Co.	General Manager	Vassar	MI
Blumm	Paula	Lowell Charter Township	Township Supervisor	Lowell	MI
Borum	Larry	Grand Rapids Urban League		Grand Rapids	MI
Bowman	Tiffany	Pioneer Resources		Muskegon	MI
Brinks	Lois	American Red Cross	Director of Senior Transportation	Muskegon	MI
Buck	James	City of Grandville	Mayor	Grandville	MI
Bulten	Tom	Oakdale Neighbors Information	Director	Grand Rapids	MI
Byl	Bill	Kent County Drain Commission	Drain Commissioner	Grand Rapids	MI
Cameron	Michelle E	Association for the Blind & Visually Impaired	O&M Specialist	Grand Rapids	MI
Cloyd	Brian	Steelcase, Inc.	Director of Corporate & Commuunity Relations	Grand Rapids	MI
Cornell-Howe	Sandra	MI Dept. of Transportation	Bureau of Transportation Planning	Lansing	MI
Cranson	Jeff	Grand Rapids Press	Deputy Metro Editor	Grand Rapids	MI
Crawford	John	Wyoming - Kentwood Chamber Of Commerce	President	Wyoming	MI
Crosby	Kathy	Goodwill Industries	President	Grandville	MI
Cummings	Sam	Second Story Properties	President	Grand Rapids	MI
Dalton	Fran	St. Stephens	Faith In Motion	Grand Rapids	MI
Davis	Monte	Match-E-Be-Nash-She-Wish Band of Potawatomi Indians		Dorr	MI
Davison	Chuck	Amway Corporation	Environmental Health & Saftey	Ada	MI
Dean	William	Oakfield Township	Township Supervisor	Rockford	MI
Dewey	David	Village of Sand Lake	Village President	Sand Lake	MI
DeYonker	Alex	Warner, Norcross & Judd, LLP	Attorney At Law	Grand Rapids	MI
Doty-Nation	Pam	Habitat for Humanity	Executive Director	Grand Rapids	MI
Drake	Beverly	ACSET Council		Grand Rapids	MI
Ellick	Robert	Solon Township	Township Supervisor	Cedar Springs	MI
Ender	Steven	Grand Rapids Community College	President	Grand Rapids	MI
Englehart	Jeanne	Grand Rapids Area Chamber of Commerce	President	Grand Rapids	MI
Faass	Don			Grand Rapids	MI
Fehsenfeld	Tom	Crystal Flash	President	Grand Rapids	MI
Flechsig	Randolph	Davenport University	President	Grand Rapids	MI
Force	Frank	Grattan Township	Township Supervisor	Belding	MI
Fowler	Jay	Grand Rapids Downtown Development Authority	Executive Director	Grand Rapids	MI
Glass	Chris	Grand Rapids Area Chamber of Commerce	Public Policy Coordinator	Grand Rapids	MI
Gordon	Rodney	Grand Elk Railroad	General Manager	Kalamazoo	MI
Granse	Richard	Friends of the White Pine Trail		Belmont	MI
Gray	Richard W.	Area Community Service Employment and Training Council		Grand Rapids	MI
Haas	Thomas J.	Grand Valley State University	President	Allendale	MI
Haddix	Susan	Windmill Pointe	Leader	Kentwood	MI
Halstead	Robin	Cutlerville-Gaines Chamber of Commerce	Executive Director	Grand Rapids	MI
Hanes	Kathy	Allendale Lifelong Learners		Allendale	MI
Haverdink	Pam	Georgetown Seniors		Jenison	MI
Heartwell	George	City of Grand Rapids	Mayor	Grand Rapids	MI
Helmer	Alice			Sparta	MI
Hoemke	Dennis	Algoma Township	Township Supervisor	Rockford	MI
Hoffman	Jack	Wheeler, Upham, P.C.	Attorney	Grand Rapids	MI
Hoffman	Mort			Grand Rapids	MI
Hollinrake	Mary	Kent County	Clerk - Register of Deeds	Grand Rapids	MI
Hood	Rachael	West MI Environmental Action Council		Grand Rapids	MI
Hoskins	Kenneth	Grand Rapids Public Schools	Board President	Grand Rapids	MI
Howard	Melinda	Kentwood Estates	Leader	Kentwood	MI
Hunsburger	Jerry	Kent Intermediate School District		Grand Rapids	MI
James	Derrick	Amtrak	Amtrak Government Affairs	Chicago	IL
Johnston	Andy	Grand Rapids Area Chamber of Commerce	Public Policy Coordinator	Grand Rapids	MI
Kahrs	Rand	Village of Casnovia	Village President	Casnovia	MI
Kehoe	Nancy	Heart of West Michigan United Way	Allocations & Review	Grand Rapids	MI
Kemppainen	Curt	Kent County Dept. of Public Works	Director	Grand Rapids	MI
Kent	Dennis	MI Dept. of Transportation	Grand Region	Grand Rapids	MI
Klooster	Jonathan			Grand Rapids	MI
Knapp	Jeff	Spencer Township	Township Supervisor	Gowen	MI
Koches	John	Grand Valley State University	Annis Water Resources Institute	Muskegon	MI
Koehler	Ronald	Kent Intermediate School District	Asst. Superintendent for Community Initiatives	Grand Rapids	MI
Kolenda	Tammy	Byron Twp. Senior Program		Byron Center	MI
Konyndyk	Joan	Hope Network	Director of Transportation Services	Grand Rapids	MI
Krueger	Daniel	Ottawa County	Clerk	Grand Haven	MI
Kubiszewski	Jean	Forest Hills Senior Center		Grand Rapids	MI
Kuhn	Katherine			Grand Rapids	MI
Lanning	Ray B.			Grand Rapids	MI
Logie	Susie			Grand Rapids	MI
Losey	James	Sunshine Transportation		Grand Rapids	MI
MacGregor	Peter	Cannon Township	Township Supervisor	Rockford	MI
Marks	Lisa	American Red Cross	Executive Director	Grand Rapids	MI
McCurren	Kevin	Greater Grand Rapids Bicycling Coalition		Grand Rapids	MI
McDonald	Tom			Grand Rapids	MI
Miedema	Jim	Jamestown Township	Township Supervisor	Jamestown	MI
Mitchell	Lisa	AIDS Care Network (G.R.A.C.E.)	Coordinator	Grand Rapids	MI
Moyer	James	Grand Valley State University	Asst. Vice President for Facilities Planning	Allendale	MI
Murray	Mark	Meijer, Inc.	President	Grand Rapids	MI
Myers	Charles	City of Lowell	Mayor	Lowell	MI
Oosterbaan	Tom	Senior Neighbors		Grand Rapids	MI

Public Involvement and Consultation List

Last Name	First Name	Organization/Company	Job Title	City	State
Pekich	Barbara	Heartside Ministry	Executive Director	Grand Rapids	MI
Petruska	John	Village of Kent City		Kent City	MI
Pettis	Edie	Pettis Farms	Landowner	Ada	MI
Phelps	Nate	West Michigan Mountain Biking Association		Grand Rapids	MI
Porter	Chuck	Courtland Township	Trustee	Rockford	MI
Preoli	Jan	Friends of the White Pine Trail		Belmont	MI
Pulliam	Patricia	Grand Rapids Times	Publisher/Editor-in-Chief	Grand Rapids	MI
Radlick	Ken & Maureen			Grand Rapids	MI
Ramos	Rosemary	Association for the Blind & Visually Impaired	Outreach Coordinator	Grand Rapids	MI
Ray	Kathleen			Comstock Park	MI
Redmond	Steve	MI Dept. of Transportation	Transportation Planner	Grand Rapids	MI
Remenap	Molly	Wyoming Senior Center		Wyoming	MI
Reyes	Esther	Garfield Park Neighborhoods Association	Director	Grand Rapids	MI
Ricard	Jerry	Coopersville and Marne Railway	General Manager	Coopersville	MI
Richard	Moll	City of Rockford	Mayor	Rockford	MI
Ritsema	Pamela	City of Grand Rapids	Parking Services Director	Grand Rapids	MI
Root	Rick	City of Kentwood	Mayor	Kentwood	MI
Rose	Judy	Black Hills Citizens for a Better Community		Grand Rapids	MI
Rozeboom	Becky	Neighborhood Associations Overview Map Information		Grand Rapids	MI
Ruble	Kevin	Marquette Rail Corporation	President and CEO	Ludington	MI
Rubley	Kent	Ottawa County Road Commission	Managing Director	Grand Haven	MI
Rycenga	Roger	Ottawa County Commissioner		Allendale	MI
Sanchez	Carlos	West Michigan Hispanic Chamber of Commerce	Executive Director	Grand Rapids	MI
Sandifer	Tim	South East Community Association		Grand Rapids	MI
Sanford	Rob	WCUZ Radio News	News Director	Grand Rapids	MI
Sapakie	Rebecca	WOOD TV 8	News Director	Grand Rapids	MI
Sawyer	Keary		Attorney at Law	Grand Rapids	MI
Schaffer	Diane	Sunshine Senior Assistance	Administrator	Grand Rapids	MI
Scholtz	John	Ottawa County Parks & Recreation	Parks and Recreation Manager	West Olive	MI
Schoon	Mary Kay	Ottawa County Michigan Works!		Holland	MI
Schreiner	Amy B.	Association for the Blind & Visually Impaired	Certified O&M Specialist	Grand Rapids	MI
Sevensma	Norm	West MI Environmental Action Council	Chair Transportation Work Group	E. Grand Rapids	MI
Shelby	Betty	Native American Community Services	Executive Director	Grand Rapids	MI
Shepard	Dan	Little River Band of Ottawa Indians	Planning and Zoning Director	Manistee	MI
Sibley	Joe	Disability Advocates of Kent County	Community Coordinator	Grand Rapids	MI
Simon	Sandy	AAA of Michigan	Sales Manager	Grand Rapids	MI
Small	Doug	Grand Rapids Visitors & Convention Bureau	President	Grand Raids	MI
Smith	Rosa L.	Kentwood Pines N.A.	Leader	Kentwood	MI
Stanton	James			East Grand Rapids	MI
Stark	Ione	Tyrone Township	Township Supervisor	Kent City	MI
Stonehouse	Ron	Kent County	Dept. of Housing and Community Development	Grand Rapids	MI
Sturtevant	Dennis	Dwelling Place of Grand Rapids	Chief Executive Director	Grand Rapids	MI
Taliaferro	Debra		Leader	Grand Rapids	MI
Tang	Stanton	WZZM TV 13	News & Information Director	Grand Rapids	MI
Tilma	Thomas	Gaines Charter Township	Township Superintendent	Caledonia	MI
Valade	Carol	Grand Rapids Business Journal	Editor	Grand Rapids	MI
VanEss	Toby	Tallmadge Township	Township Supervisor	Grand Rapids	MI
Verheulen	Rob	City of Walker	Mayor	Walker	MI
Visscher	Michelle	Commission for the Blind	Rehabilitation Teacher/Counselor	Grand Rapids	MI
Waalkes	Steven	Michigan Concrete Paving Association	Director of Engineering - W. Michigan	Grand Rapids	MI
Warners	John D	Leisure South Condominiums	Leader	Kentwood	MI
Wenger	Christian	Bowne Township	Township Supervisor	Alto	MI
Williams	Paul & Joan	Princeton Estates	Leaders	Kentwood	MI
Wittenbach	Tim	Vergennes Township	Township Supervisor	Lowell	MI
Wyngarden	Mike	Advance Newspapers	Managing Editor	Jenison	MI
Zylstra	Dave	Caledonia Charter Township	Township Manager	Caledonia	MI
		4-C Regional Child Care		Grand Rapids	MI
		A Better Grand Rapids Limousine Svc.		Grand Rapids	MI
		A Prestige Service	Manager	Grand Rapids	MI
		AARP Foundation		Grand Rapids	MI
		ACEST-Latin American Services		Grand Rapids	MI
		Aero Med-Air Medical Transport	Chief Operating Officer	Grand Rapids	MI
		Air Ambulance by Life EMS	Customer Service Manager	Grand Rapids	MI
		Alger Heights Neighborhood Assn.		Grand Rapids	MI
		Allendale Township DDA		Allendale	MI
		AMB-U-CAB by G.R. Veterans	Manager	Grand Rapids	MI
		Ambucab Neighbors International Transport		Grand Rapids	MI
		Ambulance Service By American		Grand Rapids	MI
		American Cancer Society	Executive Director	Grand Rapids	MI
		American Civil Liberties Union	President	Grand Rapids	MI
		Amtrak	Corporate Headquarters	Chicago	IL
		Amway Hotel	General Manager	Grand Rapids	MI
		Aquinas College	President	Grand Rapids	MI
		Area Agency on Aging	Director	Grand Rapids	MI
		Area Agency on Aging of Western Michigan		Grand Rapids	MI
		Arts Council of Greater Grand Rapids	Managing Director	Grand Rapids	MI
		ASCET-West Side Complex		Grand Rapids	MI
		Baxter Community Center	Director	Grand Rapids	MI
		Baxter Neighborhood Association		Grand Rapids	MI
		Bethany Christian Services	Director	Grand Rapids	MI
		Big Brothers Big Sisters	Coordinator	Grand Rapids	MI
		Black Hills Citizens Group		Grand Rapids	MI
		Blandford Nature Center	Director	Grand Rapids	MI
		Byron Township DDA		Byron Center	MI

Public Involvement and Consultation List

Last Name	First Name	Organization/Company	Job Title	City	State
		Calder City Taxi	Manager	Grand Rapids	MI
		Calvin College	President	Grand Rapids	MI
		Cascade Charter Township DDA		Grand Rapids	MI
		Catholic Social Services	President	Grand Rapids	MI
		Cedar Rock Community Action Agency		Rockford	MI
		Cedar Springs DDA		Cedar Springs	MI
		Cherry Hill Historic District	Administrator/Director	Grand Rapids	MI
		City of Cedar Springs	Mayor	Cedar Springs	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	President	Grand Rapids	MI
		Comstock Park DDA		Comstock Park	MI
		Conrail	Manager	Grand Rapids	MI
		Con-Way Central Express Inc.	President	Grand Rapids	MI
		Cornerstone & Baptist Seminary	President	Grand Rapids	MI
		Corporate Angel Network	Westchester County Airport	White Plains	NY
		Creston Neighborhood Association		Grand Rapids	MI
		CSX Railroad	CEO	Jacksonville	FL
		CSX Transportation		Grand Rapids	MI
		Dakotah Family Treatment Center	Director	Grand Rapids	MI
		East Hills Council of Neighbors		Grand Rapids	MI
		East Hills Neighborhood Association		Grand Rapids	MI
		Easter Seal Society	Director	East Grand Rapids	MI
		Environmental Protection Agency - Region 5		Chicago	IL
		Fair Housing Center of West Michigan	Executive Director	Grand Rapids	MI
		Family Outreach Program	Business Manager	Grand Rapids	MI
		February Fourteen Inc.	President	Grand Rapids	MI
		Fish and Wildlife Service		East Lansing	MI
		Fish-For-My-People		Grand Rapids	MI
		Friends of Transit		Grand Rapids	MI
		Fulton Heights Neighborhood Association		Grand Rapids	MI
		G.R. Ford International Airport		Grand Rapids	MI
		Gainey Transportation Services	President	Grand Rapids	MI
		Garfield Park Neighborhood Assn.		E. Grand Rapids	MI
		Gerontology Network Service	Agency Representative	Grand Rapids	MI
		Gra-Bell Truck Line Inc.	President	Holland	MI
		Grand Action	Project Manager	Grand Rapids	MI
		Grand Rapids Air Pollution Control	Air Pollution Control Inspector	Grand Rapids	MI
		Grand Rapids Audubon Club	Director	Grand Rapids	MI
		Grand Rapids Community College	Handicapped Student Services, Exec. Dir.	Grand Rapids	MI
		Grand Rapids Community Foundation		Grand Rapids	MI
		Grand Rapids Downtown Development Authority		Grand Rapids	MI
		Grand Rapids Public Schools	Community Involvement Office	Grand Rapids	MI
		Grand Rapids Towing		Grand Rapids	MI
		Grand Rapids Youth Commonwealth	Director	Grand Rapids	MI
		Grassmid Transport	President	Zeeland	MI
		Greyhound Bus Lines		Grand Rapids	MI
		GROW	Executive Director	Grand Rapids	MI
		Hampton Meadows	Leader	Kentwood	MI
		HCSS Home Care Services Staffing, Inc.		Grand Rapids	MI
		Health Care Associates		Grandville	MI
		Health Care Associates of G.R.	Owner	Grandville	MI
		Heartside/Downtown Neighborhood Association		Grand Rapids	MI
		Heritage Hill Association		Grand Rapids	MI
		Highland Park Association		Grand Rapids	MI
		Hispanic Center of West Michigan	Executive Director	Grand Rapids	MI
		Historic Preservation	Director	Grand Rapids	MI
		Hospice of Michigan	Manager	Ada	MI
		Hospital & Rehabilitation Center	Administrator	Grand Rapids	MI
		Indian Trails Motorcoach		Grand Rapids	MI
		ITP - The Rapid	General Manager	Grand Rapids	MI
		ITT Technical Institute	President	Wyoming	MI
		John Ball Park Community Association		Grand Rapids	MI
		John Ball Zoo	Administrator	Grand Rapids	MI
		Kendall College of Art/Design	President	Grand Rapids	MI
		Kent Community Hospital	Director	Grand Rapids	MI
		Kent Conservation District		Grand Rapids	MI
		Kent County Department of Human Services		Grand Rapids	MI
		Kent County Farm Service Agency		Grand Rapids	MI
		Kent County Parks Department		Grand Rapids	MI
		Kent County Social Services	Executive Director	Grand Rapids	MI
		Kent Intermediate School District	President	Grand Rapids	MI
		Kent Michigan State University Extension		Grand Rapids	MI
		Land Conservancy of West Michigan		Grand Rapids	MI
		Lesbian & Gay Community Network	Director	Grand Rapids	MI
		Life EMS		Grand Rapids	MI
		Mackinac Chapter-Sierra Club		Lansing	MI
		MARP	Director	Grandville	MI
		Mary Free Bed Hospital & Rehabilitation Center	Administrator	Grand Rapids	MI
		MC Smith & Associates	Director	Grand Rapids	MI
		Meadowlawn Neighborhood Assn.		Kentwood	MI
		Mercy Ambulance Service	Manager	Grand Rapids	MI

Public Involvement and Consultation List

Last Name	First Name	Organization/Company	Job Title	City	State
		Metro Cab		Kentwood	MI
		Metropolitan Hospital	Executive VP	Wyoming	MI
		MI Assn. For the Blind & Visually Impaired		Grand Rapids	MI
		MI Black Expo	Executive Director	Grand Rapids	MI
		MI United Conservation Club	Director	Grand Rapids	MI
		Michigan Department of Natural Resources and Environment		Grand Rapids	MI
		Michigan Dept. of Agriculture		Lansing	MI
		Michigan Dept. of Community Health	Capitol View Building	Lansing	MI
		Michigan Dept. of Natural Resources		Lansing	MI
		Michigan Economic Development Corporation		Lansing	MI
		Michigan Historical Center	Office of State Archaelogist	Lansing	MI
		Michigan Oaks Neighborhood Assn.		Grand Rapids	MI
		Midtown Neighborhood Association		Grand Rapids	MI
		Millbrook Neighborhood Assn.		Grand Rapids	MI
		NAACP	Director	Grand Rapids	MI
		Neighbors of Belknap Lookout		Grand Rapids	MI
		Norfolk Southern Corporation		Grand Rapids	MI
		North County Trails-West Chapter		Grand Rapids	MI
		North End Neighborhood Assn.		Grand Rapids	MI
		North Park Neighborhood Assn.		Grand Rapids	MI
		Nottawaseppi Huron Band of Potawatomi		Fulton	MI
		Old Farm Estates Neighborhood Assn.		Kentwood	MI
		Ottawa Hills Neighborhood Assn.		Grand Rapids	MI
		Parker Motor Freight	President	Jackson	MI
		Paws for a Cause	Director	Moline	MI
		Pine Rest Christian Hospital	Administrator	Grand Rapids	MI
		Project Rehab	Director of Community Services	E. Grand Rapids	MI
		Ready Ride Transportation, Inc.		Wyoming	MI
		Rental Property Owners Assn.	President	Grand Rapids	MI
		Retired & Senior Volunteer Program	Director	Grand Rapids	MI
		Ridgemoor Neighborhood Association		Grand Rapids	MI
		Riverview Aviation		Jenison	MI
		Roadway Express	Terminal Manager	Wyoming	MI
		Robinson Cartage Co.	President	Wyoming	MI
		Rockford Area Chamber of Commerce	President	Rockford	MI
		Roosevelt Park Neighborhood Assn.		Grand Rapids	MI
		S.J. Wisinski & Co.		Grand Rapids	MI
		Saint Mary's Hospital	Administrator	Grand Rapids	MI
		Salvation Army	Development Director	Grand Rapids	MI
		South Hill Neighborhood Association		Grand Rapids	MI
		South West Area Neighbors		Grand Rapids	MI
		Spare Tire Bike Shop		Grand Rapids	MI
		Spectrum Health	Administrator	Grand Rapids	MI
		Spectrum Health--PANC		Grand Rapids	MI
		Sprinter Services, Inc.	President	Grandville	MI
		St. Mary's Health Services	Personnel/Human Resources	Grand Rapids	MI
		Standale DDA		Walker	MI
		Take Pride! Community		Grand Rapids	MI
		The ARC Kent County	Executive Director	Grand Rapids	MI
		The Contact Center	Service Coordinator	Grand Rapids	MI
		The Rapid Wheelmen		Grand Rapids	MI
		The Right Place, Inc.		Grand Rapids	MI
		The TLC Group, Inc.	President	Holland	MI
		Thornapple Trail Assn.		Middleville	MI
		Towne Air Freight Inc.	President	Grand Rapids	MI
		United Methodist Community House		Grand Rapids	MI
		United Parcel Service	President	Wyoming	MI
		USDA-Michigan State Office		East Lansing	MI
		USGS - Lansing District Office		Lansing	MI
		Van's Delivery Service, Inc.	President	Walker	MI
		Veterans and Yellow Cab Co.	Manager	Grand Rapids	MI
		Village Bike Shop		Cascade	MI
		Village of Sparta DDA		Sparta	MI
		Walnut Hills Condo #2 Association	Leader	Kentwood	MI
		West Grand Neighborhood Association		Grand Rapids	MI
		West Michigan Environmental Action Council		Grand Rapids	MI
		West Side Connection		Grand Rapids	MI
		Western Michigan University - Grand Rapids		Grand Rapids	MI
		WGRD AM/FM News Department	News Director	Grand Rapids	MI
		WGVU AM/FM News Department	News Director	Grand Rapids	MI
		Wings of Mercy		Holland	MI
		WOOD Radio News	News Director	Grand Rapids	MI
		WWMT Channel 3 (CBS)	News Director	Kalamazoo	MI
		WXMI Channel 17 (FOX)	News Director	Grand Rapids	MI
		Wyoming Senior Citizens	Director	Wyoming	MI
		YMCA/YWCA	Director	Grand Rapids	MI

3) Grand Rapids Press Newspaper Advertisement, April 24, 2010

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 Ra
a newspaper published and circulated in the County of Kent,
attached notice has been duly published in said newspaper o
following dates:

April 24, 2010

Customer Name:
GRAND VALLEY METRO LEGAL ADS

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.

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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

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

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

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

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

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4) Sign-in sheet from the May 18, 2010 Public Meeting

GVMC

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	5831 S. DIVISION AVE.	(616) 538-6693
ALLA STASSEN	5831 S. DIVISION	" " "
RICK VUYST	765 28TH ST SW	616 532-7404 EXT 103.
Deck Andrejczak	P.O. Box 780 Rockford, MI 49341	deck.andrejczak@sbcglobal.n
Shaun Bradley	31-44TH ST SW 49548	6165385170
STEPHEN KEELEY	1782 WHALAWAY CT 49546	616 540 8679
Lori McPeck	2695 Bauer Rd Jenison 49428	616-669-6974
Dick Odle	5181 Plainfield	361-2619
KEN KLOMPARENS	900 UNION NE	819-3030
Mark C. LEWIS	949 WEALTHY SE #200 49506	301-3929
DENNIS KENT	1700 FAITH DR Lowell 49331	616/451-4994
Steve Dodgson	125 Ottawa NW	616 458 1588

5) May 19, 2010 Policy Agenda that includes an opportunity for public comment on the LRTP Amendment

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 • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • MIDDLEVILLE • OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SPARTA • SPARTA TOWNSHIP • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

POLICY COMMITTEE
Wednesday, May 19, 2010
9:30 AM
KENT COUNTY ROAD COMMISSION OFFICES
COMMISSIONERS BOARD ROOM
1500 SCRIBNER NW, GRAND RAPIDS

OPPORTUNITY FOR PUBLIC COMMENT—Long Range Transportation Plan Amendment

AGENDA

I. ROLL CALL AND INTRODUCTIONS

II. APPROVAL OF MINUTES—ACTION: Dated April 21, 2010
Please refer to Item II: Attachment A

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. FY2008-2011 TIP AMENDMENT—ACTION: The Kent County Road Commission is requesting to amend the FY2008-2011 TIP.
Please refer to Item IV: Attachment A

V. PRELIMINARY FY2012-2014 CMAQ PROGRAM—ACTION**:** Staff is requesting that the Committee preliminarily approve the list of projects in the FY2012-2014 CMAQ program.
Please refer to Item V: Attachment A

VI. PUBLIC PARTICIPATION PLAN—ACTION: Staff is requesting that the Committee approve the updated Public Participation Plan.
Please refer to Item VI: Attachment A

VII. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT—UPDATE: Staff will update the Committee on LRTP Project List changes that constitute an amendment to the 2035 Long Range Transportation Plan as a result of the development of the 2011-2014 Transportation Improvement Program (TIP).
Please refer to Item VII: Attachment A

VIII. 2035 LRTP GOALS & OBJECTIVES —ACTION: The Committee will be asked to approve the updated Long Range Transportation Plan Goals and Objectives.
Please refer to Item VIII: Attachment A