

Appendix A

List of Contacts

Village of Caledonia

Ms. Sandy Ayers, Village Manager
250 Maple St.
Caledonia, Michigan 49316
(616) 891-9384

City of Cedar Springs

Mr. Jerry Homminga, City Manager
66 S. Main St.
PO Box 310
Cedar Springs, Michigan 49319
(616) 696-1330

City of East Grand Rapids

Mr. Ken Feldt, City Services Director
750 Lakeside Drive SE
East Grand Rapids, Michigan 49506
(616) 949-2110

City of Grand Rapids

Mr. Bill Cole, City Engineer
509 Wealthy SW
Grand Rapids, Michigan 49503
(616) 456-3066

City of Grandville

Mr. Ken Krombeen, City Manager
3195 Wilson Avenue SW
Grandville, Michigan 49418
(616) 530-4981

City of Hudsonville

Mr. John Gorney, DPW Supervisor
3275 Central Blvd.
Hudsonville, Michigan 49426
(616) 669-0200

Kent County Road Commission

Mr. Steve Warren, Director of Planning
1500 Scribner NW
Grand Rapids, Michigan 49504
(616) 242-6968

City of Kentwood

Mr. Terry Schweitzer, Community Development Director
P.O. Box 8848
Kentwood, Michigan 49518-8848
(616) 698-9610

City of Lowell

Mr. Dave Pasquale, City Manager
301 E. Main St.
Lowell, Michigan 49331
(616) 897-8457

Ottawa County Road Commission

Mr. Tom Palarz, County Engineer
P.O. Box 739
Grand Haven, Michigan 49417
(616) 842-5400

City of Rockford

Mr. Dick Johnston, Public Services Director
7 South Monroe
Rockford, Michigan 49341
(616) 866-7537

City of Walker

Mr. Scott Connors, Engineer
4243 Remembrance Road
Grand Rapids, Michigan 49504
(616) 791-6881

City of Wyoming

Mr. Bill Dooley, Director of Public Works
1155 28th Street SW
Wyoming, Michigan 49509
(616) 530-7262

Federal Highway Administration

Ms. Cindy Durrenberger
315 W. Allegan Street, Room 207
Lansing, Michigan 48933
(517) 377-1837

Grand Valley Metropolitan Council

Mr. Abed Itani, Director of Transportation Planning
40 Pearl NW Suite 410
Grand Rapids, Michigan 49503
(616) 776-7606

Inter Urban Transit Partnership

Mr. Jim Fetzer, Financial Director
333 Wealthy SW
Grand Rapids, Michigan 49503
(616) 456-7514

Michigan Department of Transportation Grand Region

Mr. Dennis Kent, Transportation Planner
Michigan Department of Transportation
1420 Front Ave. NW
Grand Rapids, Michigan 49504
(616) 451-4595 ext. 309

Michigan Department of Transportation

Ms. Sandra Cornell-Howe, Transportation Planner
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909
(517) 335-2971

Appendix B

Newspaper Advertisements & News Release

GVMC

Notice of Public Meeting for the Transportation Improvement Program

The Grand Valley Metro Council (GVMC) will host a Public Meeting to seek comment on the Draft of the Fiscal Year 2006-2008 Transportation Improvement Program. The meeting is open to the public and will be held on Tuesday, April 5, 2005 at 5:30 PM at Wyoming Public Library located at 3350 Michael Avenue.

The Transportation Improvement Program is a three year document that establishes the priorities for spending on transportation projects in the Grand Rapids Metropolitan Area. The process for project selection is developed locally based on the needs of the area.

For more information, to submit written comments, or to request a copy of the project list go to www.gvmc.org or contact Darrell Robinson, Transportation Planner, Grand Valley Metro Council, 40 Pearl NW Suite 410, Grand Rapids, MI 49503

Phone: (616) 776-7609 Fax: (616) 774-9292 E-mail: robinsond@gvmc.org

11122063

Newspaper Advertisement #2



Notice of Public Meeting for the Transportation Improvement Program

The Grand Valley Metro Council (GVMC) will host a public meeting to seek comment on the Draft of the Fiscal Year 2006-2008 Transportation Improvement Program. The meeting is open to the public and will be held on Tuesday, April 5, 2005 at 5:30 PM at Wyoming Public Library located at 3350 Michael Avenue.

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Phone: (616) 776-7609 Fax: (616) 774-9292

E-mail: robinsond@gvmc.org

A050112

Newspaper Advertisement #3

The logo for the Grand Valley Metro Council (GVMC) consists of the letters "GVMC" in a bold, white, serif font, centered within a solid black rectangular background.

Notice of Public Meeting for the Transportation Improvement Program

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Phone: (616) 776-7609

Fax: (616) 774-9292

E-mail: robinsond@gvmc.org

Appendix C

Letters to Participants (1)

March 17, 2005

Dear Community Leader:

The transportation committees of the Grand Valley Metro Council (GVMC) have developed a list of proposed transportation improvements for fiscal years 2006 through 2008 (enclosed). As the designated metropolitan planning agency for the Grand Rapids Urbanized Area, the Grand Valley Metro Council is required to seek public input on transportation decisions prior to final approval.

As part of the community you have an opportunity to review the proposed projects. We welcome your input on the FY 2006-2008 Transportation Improvement Program (TIP). **Come out and let your voice be heard.** Join the Grand Valley Metro Council staff to discuss the Transportation Improvement Program on April 5, 2005 starting at 5:30p.m. at Wyoming Public Library (3350 Michael Ave). If you are unable to attend this meeting comments will also be accepted in writing at the GVMC offices located at 40 Pearl Street N.W. Suite 410.

Draft documents are also available upon request in alternative formats such as large print, audio tape or Braille. Assisted devices and/or sign language translators are also available for the public hearing upon advance request.

Transportation improvements are vital to the mobility and prosperity of our region. Please share the attached project information with other individuals within your organization or refer it to a committee for review. If you have any questions, contact me at (616) 776-7606. Thank you for taking the time to review the proposed transportation projects and the air quality impacts for the Grand Rapids metropolitan area.

Sincerely,

Abed A. Itani
Director of Transportation Planning

Encl. Project Lists

Letters to Participants (2)

July 6, 2005

Dear Interested Citizen,

The Grand Valley Metro Council is seeking public comment on the revised air quality analysis for the 2006-2008 Transportation Improvement Program (TIP). The air quality analysis on the TIP is required through the Federal Highway Administration, the United States Environmental Protection Agency (USEPA) and the Clean Air Act Amendment of 1990.

We welcome your input on the revised air quality conformity analysis of the TIP. A public hearing will be held at the Grand Valley Metro Council Policy Meeting on July 20, 2005 at 9:30am at the Kent County Road Commission (1500 Scribner NW, Grand Rapids). If you are unable to attend this meeting, comments will also be accepted in writing until July 19, 2005 at the GVMC offices located at 40 Pearl Street N.W. Suite 410, Grand Rapids, Michigan 49503. A complete copy of the Air Quality Analysis can be viewed at GVMC offices or found at www.gvmc.org.

Please share this invitation with other individuals within your organization. If you have any questions, contact me at (616) 776-7606. Thank you for taking the time to have input into the transportation planning process.

Sincerely,

Abed A. Itani
Director of Transportation Planning

Appendix D

FY 2006-2008 Transportation Improvement Program

Public Hearing Summary (Sign in sheet)

April 5, 2005

Grand Valley Metro Council
 Transportation Division
 PUBLIC MEETING

Tuesday, April 5th 2005
 Wyoming Public Library
 3350 Michael Ave. Wyoming, Michigan

Name	Organization	Address	Telephone
CHRIST GREYAN	HOMEOWNER	1905 LAKE DR. S.E.	616-458-6820
DOLORES GRYZAN	"	"	"
Dawn Robinson	"	5592 Bohemian Forest Rd	616-291-5584
Jean Belk	"	11253 Northland Dr	866-0445
Brian Fliche	"	11253 Northland Dr	616-866-0444
Mike Smooty	"	4850 14 Mile Ct.	616-866-5494
Frank Yelley	"	11202 Northland Dr, N.E.	616 866-1370
Harold Chene	"	1100 Northland Dr N.E.	616-866-0552
Deborah	"	1710 Monroe	616-343-4584
Michelle Runkle	"	1416 Gentian Dr. N.E.	(616)-827-1095
Allene Carr	ABVI	Allegan	269 686 0290
John Smith	Homeowner	4850 14 Mile Ct	866-5494
Edwin Stalman & Debra	Homeowner	6620 DIVISION AVE. S	616-455-7824
Sue Jurink	Homeowner	3055 14th Ave (5067 K-200) 5065	616 896 6792
ELEANOR GORMAN	LOT OWNER	111 HALL ST. SW	616 453-4738

FY 2006-2008 Transportation Improvement Program
 Public Hearing Summary (Sign in sheet) Page 2
 April 5, 2005

Name	Organization	Address	Telephone
Alex Tanis	Kent Co Commission	4736 Remembrance Way	616 453-0392
Jonathan Bradford	ICCF	816 Madison SE GR 49507	336-9333
Ross Riemer	Ross's Auto Sales	6993 S. Du Ave GR 49518	616-455-6900
Barb E Canfield	Homeowner	5340 Wilson SW 49418	616-261-0111
George Hentland	GR		
Carl Brier	NOIX DUMAR	5101 W Union Ave	
Ron Zandbergen	Z Enterprises	4506 Lucas Dr Grandville	534-5195
Bill Davids	Homeowner	8494 Corsica Dr. Jenison	667 9886
Patrick Danielski	Homeowner	5789 Kalamazoo Ave.	455-0575
Pete Handwerker	Homeowner	11392 Northlnd Dr	616-863-0682 / 291-8254 (cell)
Rae Bower	self	19 Canyon Circle MI GR 49503	458-4911
Jim Christman	The Rapid	300 Ellisworth Cir. 49503	774-1183
Dennis Kent	MIDOT	1420 FOOT AVE GR 04	451-4994
Party house	NEW EXIT	6592 S. Division	455-5290

**FY 2006-2008 Transportation Improvement Program
Public Hearing Summary (Comments from Public Hearing)
Page 3**



Public Comment Form

Project: Kalamazoo Avenue 2008 Project

Comments: What a waste of taxpayer money.
Kalamazoo Avenue runs from MC through
the heart of downtown. The road is

~~Project:~~ more than 10 miles long. Why are

~~Comments:~~ we taking a one mile stretch of
this road and converting it to a plane
boulevard. The remaining 10 miles

General Comments: are not in boulevard form. There are
busier areas of this road. My duplex
does not have a large front yard to
begin with, to widen the road on the
west side of the street would put
traffic in my front yard, on my front porch.

(More room available to write on the back)

<u>Susan Jurink</u>	
Name	
<u>3655 16th Ave Grandville</u>	
Address	
<u>616 896 6792</u>	
Phone Number	<u>49418</u>
1. Would you like to be contacted by staff?	
<input checked="" type="checkbox"/> Yes	
<input type="checkbox"/> No	
2. Would you like to be notified of future public meetings?	
<input checked="" type="checkbox"/> Yes	
<input type="checkbox"/> No	
3. How did you hear about today's public meeting?	
<u>letter notification</u>	

Grand Valley Metro Council
40 Pearl Street NW Suite 410 Grand Rapids, MI 49503
Phone: 776-3876 Fax: 774-9292

**FY 2006-2008 Transportation Improvement Program
Public Hearing Summary (Sign in sheet)
July 20, 2005**

Grand Valley Metro Council

Transportation Division
POLICY COMMITTEE
Wednesday, July 20th
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI 49504

NAME	ORGANIZATION	PROXY FOR
Bill Cole ✓	City of Grand Rapids	—
Don R. Hilton ✓	City of Grand Rapids	
Jan Hoekstee ✓	The Rapid	Peter Vargo
David Pasquale ✓	City of Lowell	
JERRY HOUMINGEA ✓	CITY OF CEDAR SPRINGS	
ROBERT SWENSON ✓	CANVON TWP	
Dan Van Daele ✓		
Jeff Doo ✓	Rockford	
Joe VanderMeulen ✓	Rockford	
NORM SEVENSMA ✓	RWBC-WMEAC	
J. VAN SPESTBERG ✓	CITY OF WALKER	
Jim Koslosky ✓	GRAND RAPIDS	
Dal McBurrows ✓	MDOCT	
DENNIS KEOT ✓	MDOCT - GRAND RAPIDS	
Bob Rinck ✓	City of Grand Rapids	
TED VONK ✓	KENT COUNTY	
SIM BEELEN ✓	ALLENDALE TWP	

**FY 2006-2008 Transportation Improvement Program
 Public Hearing Summary (Sign in sheet) Page 2
 July 20, 2005**

Ken Kromber	City of Grandville	
Steve Warren	KCRC	for Jon Rice
Caul Sheet	City of Wyoming	for Mayor Haskela
Sam Moore	G R Chamber	

FY 2006-2008 Transportation Improvement Program Public Hearing Summary (Comments from Public Hearing) Page 3

7/20/05

2008 TIP AIR QUALITY ANALYSIS- Public Comment

Even to a person who has been hanging around the GVMC Tech. and Policy meetings for the last ten years, your public comment process is quite confusing. We are supposed to review a document that is on line and then comment on a revision to a program that has already been approved. This back door method of soliciting public opinion at Policy Committee meetings suggests a minimal effort to comply with Federal requirements. There is scant effort to engage, educate, and inform the community in order to elicit meaningful responses.

The Federal government is not doing enough to improve air quality or to control the proliferation of greenhouse gases. Our energy policy is "dig it out faster". Our forestry policy is "no tree left behind". Our "Blue Skies" policy actually relaxes emission requirements for power plants. Energy companies are getting new tax incentives even while they are raking in record profits. International Treaties to mitigate global warming are ridiculed as being based on bad science. Our Ozone Action actions are increasing as hot weather gets hotter.

Our own MPO treats alternative transportation like a poor third cousin. Bicyclists and pedestrians must go to the end the line for hand outs after the road projects are taken care of. The safety of bicyclists and pedestrians is endangered by the lack of adequate facilities. No attempt was made to integrate the AMTRAK service with the new transit center. The tracks are bad, the trains run late, and the funding cut "Sword of Damocles" is always hanging over their heads.

Our land use practices are gobbling up green space and our emphasis on automobile transportation is inevitably going to lead to more congestion, pollution, and a diminished quality of life. Air quality will not be improved in the long run by building left turn storage lanes. Addressing the long term air quality problem is going to depend upon a meaningful integration of alternative transportation into our long range plans and treating the alternate modes like rich first cousins.

Norm Sevensma

Appendix E

Public Involvement Participants

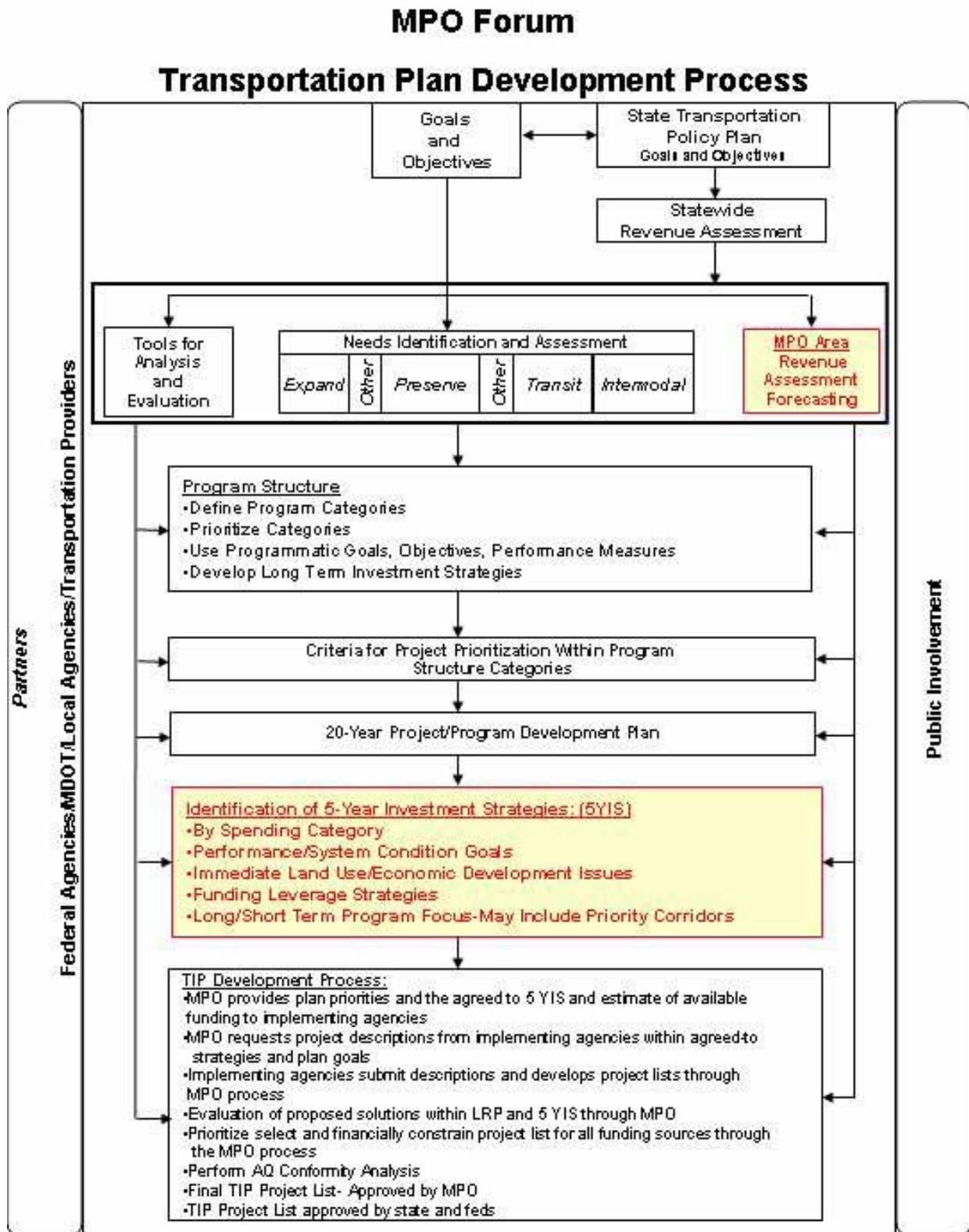
Appendix F The Revised Planning Process

Recognizing the need for an improved planning process, the Michigan 3-C Transportation Planning Directors Association (3C's), an organization comprised of MPO's throughout Michigan, developed in 2000 what is referred to as "The New Planning Process" (see figure 2). Since this time some revisions have taken place to the process so from here on out the process will be referred to as the "Revised Planning Process. The revised Planning Process emphasizes the need to focus resources on transportation system deficiencies as identified by the transportation management systems. Currently, there are three transportation management systems in operation in the Grand Rapids MPO study area. Congestion Management, Pavement Management, and Safety Management have all been implemented by GVMC in the past eight years. Using these management systems, staff identified transportation system needs in the area.

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

Using this revised process, the metropolitan area can be assured that all of the projects programmed in this Transportation Improvement Program, addresses an identified deficiency. Figure 2 details each step in the revised planning process.

FIGURE 2 THE REVISED PLANNING PROCESS



Appendix G System Condition

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

Congestion Deficiencies

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

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

Long Range Plan Congested Facilities Summary

Based on findings of the FY2025 Long Range Transportation Plan and the travel demand model the following determinations were made:

- 1,200 Total Network Miles
- 130* Miles Capacity Deficient
- 90* Miles Identified for Improvement
- 40* Miles Deemed Constrained
- 65* Intersections Capacity Deficient

* - Numbers are approximate

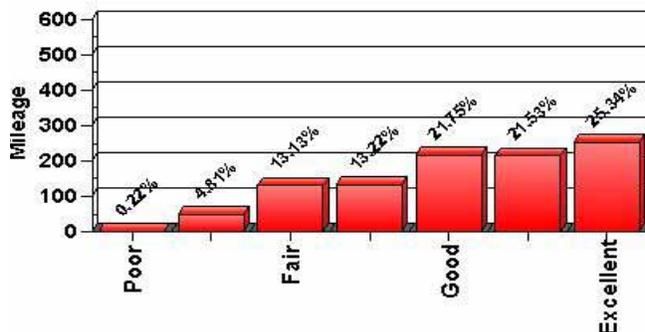
Condition Deficiencies

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

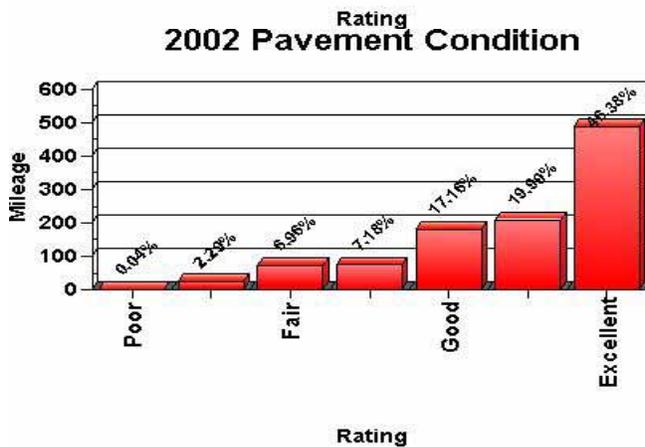
<u>PCI</u>	<u>Condition</u>	<u>Action Necessary</u>
85 - 100	Excellent	Do Nothing
70 - 85	Very Good	Routine Maintenance
55 - 70	Good	Mill & Overlay
45 - 55	Fair	Mill & Overlay
30 - 45	Poor	Reconstruction
15 - 30	Very Poor	Reconstruction
0 - 15	Failing	Reconstruction

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

1998 Pavement Condition



2002 Pavement Condition



Transit

The Interurban Transit Partnership (ITP), also known as *The Rapid*, is a public transportation authority formed under Public Act 196. Established in 2000, its goal is to provide public transportation services to the Grand Rapids Metropolitan Area. The Authority is comprised of the Cities of East Grand Rapids, Grand Rapids, Grandville, Kentwood, Walker, and Wyoming. The ITP also provides contracted transit service in Alpine, Byron, Cascade, and Gaines Townships. The ITP also provides transit service to the Grand Valley State University.

The current ITP line haul fleet size is 93 coaches. ITP currently has seventeen routes. ITP's total service area covers approximately 223 square miles. The service area has an estimated population of 436,336, including the core city of Grand Rapids which has about 185,009 residents.

Non-Motorized-Pedestrian

The density and pattern of land use greatly influences the amount of walking. If residences are located on large lots and separated from commerce, employment and social institutions, the distances of most trips will be too long for walking to be practical. High residential density by itself will not make walking trips practical. Walking from multi story apartment buildings may not be practical if the buildings are separated from the daily destinations of the occupants.

Research has shown that for non-work and casual trips most Americans are willing to walk 500 feet, 20% will walk 1000 feet and 10% will walk a half a mile. For more important trips almost half of middle aged Americans will walk up to one half mile. The interest and pleasantness of the path influences the willingness to walk. For example shoppers will park as close as possible to a mall entrance and then walk long distances inside the mall. Urban Planners have found that it is reasonable to 2000 feet or ten minutes as a planning parameter for walking trips. 2000 feet is about equivalent to 3 long city blocks.

According to the National Personal Transportation Survey 7.2% of all trips are by walking. Of those trips 12% were for going to work, 32.4% were for personal or family business, 34% were for social or recreational purposes, and 20.3% were for school, church or civic reasons. Almost every trip by public transit includes walking to and from a transit stop.

Non-Motorized-Bicycle

According to the 2000 Census 0.3% of workers use a bicycle as their primary means of transportation to work in Ottawa and Kent County, but this information is not very complete. It is likely that many more commuters are using bicycles as an alternative mode for work trips. According to a national survey, of all bicycle trips made 14.2% are to go home, 13.9% are for personal errands, 10.1% are to visit a friend or relative, 5% are for commuting to school/work, 2.3% are for a bicycle ride and other is 4.9%. At this time bicycles are used for 0.7% of all trips in the United States.

Most bicycle trips are five miles or less. Nationally, 80.9% of trips made by persons are

five miles or less. Those trips represent 14% of the miles traveled by persons. In Ottawa and Kent Counties 38% of the trips to work take 14 minutes or less. It is reasonable to assume that many of those trips are 5 miles or less.

From 1969 to 1990 the average number of trips a person took each year increased 42%, from 736 to over 1000. The miles traveled by all persons annually, increased 65%. During a shorter period, 1983 to 1992, the number of persons commuting by bicycle increased 287%, from 1.5 million to 4.3 million. During the same period the number of adults riding their bicycle regularly, increased 310%, from 10 million to 31 million.

An increase in the use of bicycles for transportation would have benefits for society. Switching to bicycle use reduces traffic congestion and air pollution more efficiently than any other measure. Bicycle use reduces traffic noise and the space needed for automobile movement and parking. A greater reliance on bicycle use can make our communities more livable in many ways.

Appendix H Funding Programs

On June 9, 1998 the federal government enacted major transportation legislation, the Transportation Equity Act for the 21st century (TEA 21). The TEA 21 legislation provides funding for highway and transit projects during the six year life of the bill. Furthermore, it has changed the way we think about, and plan for transportation improvements. The TEA 21 bill is due to expire on September 30th, 2003 and due to the timing of this document the next transportation bill has yet to be passed by congress. The next transportation bill has been given the name of SAFETEA (Safe, Affordable, Flexible, Efficient) and will undoubtedly build on the successes of the current bill, TEA 21.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. Here is the actual language of the TEA 21 bill in regards to the Seven Planning Factors (23 U.S.C. 134(f)(1)(A-G) and (23 U.S.C. 135(c)(1)(A-G); 49 U.S.C. 5303(a)(1)(A-G)):

"The metropolitan (and statewide) transportation planning process for a metropolitan area (or State) under this section shall provide for consideration of projects and strategies that will:

- A. Support the economic vitality of the metropolitan area (or State), especially by enabling global competitiveness, productivity and efficiency;
- B. Increase the safety and security of the transportation system for motorized and non motorized users;
- C. Increase the accessibility and mobility options available to people and for freight;
- D. Protect and enhance the environment, promote energy conservation, and improve quality of life
- E. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- F. Promote efficient system management and operation; and
- G. Emphasize the preservation of the existing transportation system."

One of the most ground-breaking elements of the ISTEA legislation and carried over under TEA 21 was the recognition of the interdependence of different modes of transportation in the functioning of the overall system. The planning requirements put a greater focus on coordination with citizens and the private sector, while linking transportation planning to the Clean Air Act Amendments (CAAA). It also provided increased flexibility to state and local governments when they selected projects for federal funding with the requirement that all plans were financially constrained by the amount of available funds. The regional long range transportation plan, transportation

management systems and the Transportation Improvement Program were all byproducts of the planning process and developed using the sixteen factors established in the ISTEA legislation which has now been refined to seven factors in the TEA 21 transportation bill.

Surface Transportation Program (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 and ten percent is set aside for the Safety 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 (STPC).

STP-Urban

The Grand Rapids Metropolitan Area is projected to receive approximately \$6.2 Million (this is an estimated amount as the new Transportation bill is not final) for local projects in the urban area for fiscal year 2004. Fiscal year 2005 is programmed at approximately \$6.3 Million and fiscal year 2006 is programmed at approximately \$6.5 Million. Projects are selected by the TIP Development Committee and recommended to the GVMC Technical and Policy Committees with the final approval at the GVMC Board. These projects include resurfacing, capacity improvements, reconstruction, lane widening, new roads, intersection improvements and corridor studies. Transit projects are also eligible for STP flexible funds, known as STP-FLEX. Eligible projects include bus replacement, rehabilitation, communication & maintenance equipment, operational support equipment and services, facility renovations and items related to the American Disabilities Act.

STP Small Urban Program

The Small Urban Program is funded with a non-mandatory set aside of federal STP funds for urban areas between 5,000 and 50,000 population located within an MPO's rural area. Approximately 50 cities share this program and submit project requests to the MDOT for their possible selection. In Kent County, the City of Lowell is an eligible recipient of these funds.

STP-Rural

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 STPR 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 there is approximately \$530,000 available for STP-Rural in each year of the Transportation Improvement Program.

In Kent County, the Village of Caledonia, the City of Cedar Springs, the Village of Sand

Lake, the Village of Kent City and the Village of Casnovia are eligible recipients of road funds. The Grand Rapids Area Transit Authority (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 and submitted to GVMC for inclusion in the metropolitan TIP.

STP-Enhancement

Ten percent of Michigan's STP funds are set aside for Transportation Enhancement Activities (STPE). These monies are designated specifically for the enhancement of the intermodal transportation network such as landscaping, installing bicycle paths, historic preservation and mitigation of storm water run-off. The Michigan Department of Transportation has established an application process to distribute about \$23 million statewide for use on transportation facilities. Projects were submitted for evaluation and selection for FY2004. Once these projects are selected they will be amended into the Transportation Improvement Program.

STP-Safety

TEA-21 also allocates ten percent of STP funds for local safety projects statewide. The Safety program (STPS) represents a consolidation of former federal-aid categories and 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.

The Michigan Department of Transportation issued a call for projects in November of 2002 with a deadline for submittal of February 14, 2003 for fiscal year 2004 funds. Currently MDOT is in the project review and selection phase with some projects being awarded to each metropolitan area in the state. The Grand Rapids Metro area receives approximately \$200,000 in STP-Safety funds each fiscal year.

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: *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. The GVMC area is eligible for Category A, C and D funds.

Category A	Road Projects related to target industries and redevelopment.
Category C	Traffic congestion relief in urban counties.
Category D	Improvements in rural counties to create an all-season transportation network.
Category E	Improvements related to the commercial forest industry in Michigan.
Category F	Road improvements in cities and rural counties.

The Grand Rapids Metropolitan area receives approximately \$3 Million for Category C funds each fiscal year.

National Highway System (NHS)

NHS funds can be used for traditional highway projects in NHS corridors, or for other transportation improvements such as transit capital or improvements needed to accommodate rail or bus lines; start-up costs of traffic management systems; transportation planning, research and development; or wetland mitigation. The NHS is comprised of 163,000 miles of rural and urban roads which are most important to interstate travel and national defense, roads that connect with other modes of transportation, and roads essential for international commerce. The NHS funding level is \$28.6 billion for the 6 years of the Act. Funding levels for the yet to be passed transportation bill (SAFETEA) are not yet known. These funds will be distributed based on a formula which has been revised to include each State's lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the State's highways, and per capita principal arterial lane-miles. The Act expands and clarifies eligibility of NHS funding for certain types of improvements such as publicly owned bus terminals, infrastructure-based intelligent transportation system capital improvements, and natural habitat mitigation. Michigan projects are selected by the state Department of Transportation in consultation with the MPO. There are 4,711 miles of NHS routes in Michigan. The average annual apportionment of NHS funds for Michigan is expected to be \$165 million.

Interstate Maintenance & Construction (IM/IC)

Under TEA-21, the Interstate Maintenance Program (IM) provides funds to rehabilitate, restore, resurface and reconstruct our network of Interstate highways. The program has primarily addressed reconstruction of bridges, interchanges, and overpasses along interstate routes. Expand and improve projects are not eligible for IM funds except for high-occupancy vehicle lanes. The state has the flexibility in transferring up to 20 percent of IM funds to the NHS or STP fund.

In 1992, the last mile of Interstate was completed in Michigan, therefore the amount of Interstate Construction (IC) program funds is limited. All interstate funding is programmed by MDOT in consultation with the MPO. This program is 90 percent federally funded.

Congestion Mitigation/Air Quality (CMAQ)

CMAQ funds are federal Transportation Equity Act for the 21st Century funds which link transportation to the Clean Air Act Amendments. These funds are used to implement transportation control measures which demonstrate emission reductions. The State of Michigan has received approximately \$34 million annually for use in the Grand Rapids, Muskegon and Detroit areas. Kent, Ottawa and Muskegon Counties have been re-designated as maintenance areas. The State of Michigan has requested re-designation to an attainment area for West Michigan.

The types of projects funded in the Grand Rapids area include bus replacements, bicycle paths, intersection improvements, ridesharing programs and an Ozone Action! day awareness program. 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 of which the West Michigan region (Muskegon County) is in non-attainment.

Bridge Replacement and Rehabilitation Program (BRRP)

The BRRP continues a traditional funding program for the repair of publicly-owned bridges. Apportionment is based on the square footage of "deficient" highway bridges surveyed by the state and inventoried in a priority system established by federal transportation legislation. This program is funded at 80 percent through the TEA-21 legislation with the local match provided by the Critical Bridge program at the state level.

Congressionally Designated Projects

Federal funds designated by Congress for specific projects are referred to as demonstration projects (DEMO.) In Michigan, many of these projects are listed in the actual TEA-21& Build Michigan II legislation or subsequent appropriation bills. In the Grand Rapids area, Lake Michigan Drive is the only project currently funded with demonstration funds, however, the Right-of-way acquisition for the South Beltline (M-6) was partially funded with congressionally designated demonstration funds.

State Infrastructure Bank Projects

Michigan is one of the 39 states participating in the original SIB pilot established under the National Highway System Designation Act of 1995. As of October; 1998, one loan has been made and several are pending review and approval. The program provides loans and credit enhancements for publicly owned transportation infrastructure projects.

The State Infrastructure Bank will finance transportation infrastructure projects through low interest loans and credit enhancements. Qualified borrowers include public entities, such as political subdivisions, state agencies, regional planning commissions, transit agencies, port authorities, and economic development corporations. Private companies and non-profit organizations that are developing a publicly owned transportation facility are also eligible for SIB financing.

Federal Transit Administration Funds (FTA)

There are specific federal aid programs available for public transportation agencies authorized through the Transportation Equity Act for the 21st Century (titled TEA-21). In addition to the funding sources listed below, the ITP is eligible for flexible TEA-21 funds such as Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality (CMAQ) funds. Transit agencies in air quality non-attainment and maintenance areas, such as Grand Rapids, are eligible to receive funding from the CMAQ program.

Operating Assistance

Operating needs for the Interurban Transit Partnership (ITP) are identified in the Annual Service Plan and a corresponding operating budget for the upcoming fiscal year. Levels of service for regular route and demand response service are specified in this plan. ITP budgets all federal, state and local operating assistance based on the recommendations of this plan.

The Annual Service Plan and budget are approved by the ITP board before grant applications are officially submitted to the Federal Transit Administration. Any requests for State and Federal funding, including local match requirements are presented to the GVMC committees as part of the TIP development process. Grant applications are submitted to the FTA for all capital assistance proposed in this TIP document. The *Section 5311* statewide program provides operating assistance for transit service in areas with populations less than 50,000. Funding for operating assistance is provided as a percentage of eligible costs, not to exceed 50 percent of the operating net eligible costs. The Rural Transit Assistance Program (RTAP) provides grants for transit research, technical assistance, training, and related support services in the non-urbanized areas of the state. In the Grand Rapids area, *Section 5311* funds are primarily used to develop and implement a demand-response service beyond the ITP service area boundaries.

Capital Investments

Capital projects presented in the TIP are from ITP's Short Range Transportation Plan and the Fleet Replacement Program. All capital investments included in the TIP are approved by the ITP Board and the GVMC Board.

The *Urbanized Area Formula Program* (Section 5307) is distributed to urban areas based on a formula which considers rider ship, vehicle hours of travel, revenue miles, and population. For 2001, the ITP received an apportionment of approximately 4.5 million in Urbanized Area Formula Funds for capital expenses.

The *Section 5310* Elderly and Persons With Disabilities Program (formerly 16(b)(2)) provides capital equipment to private nonprofit organizations or public transit agencies that coordinate specialized transportation services for seniors and persons with disabilities. This grant program is matched by the state and administered by the grantee. The program, administered through ITP, has benefited numerous agencies in Kent County such as the American Red Cross, Senior Neighbors, Goodwill, Hope Network, ASCET, and Kent County Community Mental Health.

The *Section 5309* Program (formerly Section 3) was designed as a discretionary fund for capital assistance. Funds from this program can be earmarked for specific states or localities. In fiscal year 2000, ITP received \$1.39 million for the preliminary design work and site acquisition for a Surface Transportation Center. Currently, ITP staff continues to work to secure additional federal funds for future transit facilities and transit related projects.

Appendix I

Prioritization/Programming Process (MDOT)

GENERAL

In 1999, MDOT began publishing a **5 Year Road and Bridge Program**. This five year program was developed to document statewide expenditures by MDOT, using revenue from the state gas tax increase and additional federal aid coming to Michigan from TEA-21. It was also used to help provide the public and other agencies in Michigan with information on MDOT trunk line projects planned over the next several years, and to improve interagency project coordination. In 1998, transportation planners were assigned to the MDOT Regions to improve interagency coordination in the five year program development process; Grand Rapids was one of the first Regions included. This was part of an overall objective to move more project development and planning responsibilities to the Region and newly created Transportation Service Center (TSC) offices.

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

The general categories of trunk line work include the following:

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

GRAND REGION PROJECT DEVELOPMENT PROCESS

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

Routine (snow plowing, pot-hole filling, etc.) and Heavy (skip-matching, etc.) maintenance in the Grand Region is carried primarily by cities and county road commissions under contract, and is outside of the MPO planning process. MDOT staff also performs various maintenance and repair activities on trunk line bridges and related facilities. **Over two-thirds** of MDOT's state and federal revenue is spent on the *System Preservation* activities. **New Roads, Capacity Improvements, and Studies** are developed based on statewide priorities, needs, and funding availability. Generally, **less than 20%** of MDOT's 5 year program is allocated to new roads and capacity improvements.

Region Project Development Process Sequence:

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

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

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

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

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

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

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

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

The region program also becomes a component of the MDOT statewide 5 year program, which is approved by the State Transportation Commission. The MDOT 5 year program is updated annually, with another year added; the STIP and MPO TIP are updated every two years, and amended as needed. The MPO is involved annually in the region's project development process as described above.

7. Pre-construction public information meetings are held, with directly affected businesses and residents, for most major system preservation projects, to review construction schedules, detours, and related impacts.

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

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

General Planning Process:

- Major system needs and issues are initially identified through a variety of sources, including but not limited to the MPO long-range Transportation Plan (LRP), MPO and MDOT statewide model output, MDOT Region operating condition issues, MPO and local agency staff, public comments, current or pending economic development issues, etc.
- In MPO areas, state and local major project needs are prioritized within anticipated revenue for the LRP. Major trunk line needs identified through the MPO planning process are communicated initially to MDOT through the Region/TSC planning and/or project development staff. Major project proposals are initially reviewed with other Region needs, and coordination with road and bridge preservation project schedules.
- Major trunk line project priorities, identified by the MPO and MDOT Region staff, are communicated to the MDOT Central Office for consideration with other statewide needs, system goals, priorities, and funding availability.
- After concurrence on priorities by the MPO, affected local agencies, and MDOT, studies are initiated based on the corridor or sub-area needs identified. Studies usually start as broad-based needs and issue assessments, or corridor access management studies to preserve trunk line capacity and improve operations. Once the specific need is refined, various alternatives are initially assessed for feasibility and effectiveness in addressing the issues. Depending on the outcome, an

Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required; interchange justification reports (IJR) are also required for new or modified interstate access. These studies can take several years, and will involve MDOT, local agencies, and MPO staff participation, as well as public hearings, and state and federal review agency concurrence.

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

Appendix J

Prioritization/Programming Process (ITP)

Operating Projects

Services proposed for each five-year service plan are derived from the Long Range Plan. All projects are reviewed for adherence to Environmental Justice procedures and Title VI regulations. Service proposals are published via newspaper and other forms of media, including postings inside of transit vehicles. The proposed services are presented to each of the member cities at public council meetings. Comments from the public and community leaders are taken and brought back to the ITP Board, before a final decision is reached. Additionally, these plans are presented to a Citizen Advisory Committee (CAC) as well as the Employer Advisory Committee (EAC). These comments are presented to the ITP Service Planning Committee, the ITP Finance Committee, and to the full ITP Board. After consideration of public comment and deliberation by the Board, a five-year plan for service was adopted by the ITP Board on Jan. 13, 2000, and was presented to the GRATA Board, at its public meeting, on Jan. 26, 2000. The service plan was then presented to the Grand Valley Metro Council (GVMC) at its monthly public meeting. After adoption and approval by all parties, the proposed services were presented in the form of a millage ballot to be voted upon by the community. The millage was passed by a 65% margin on April 11, 2000. As an Act 196 Authority, the ITP is required to submit a millage proposal for no more than a five-year period.

Annual updates or adjustments are made via the Annual Service Plan. The Annual Service Plan is based on the evaluation of services based on needs identified through the environmental justice review, and route performance figures based on monthly and annual published productivity reports. Once annual adjustments to the five-year plan are formulated, they are taken to the ITP's Route and Service Planning Committee, the Service Planning Committee, Finance Committee and the ITP Board. Notices are posted regarding the proposed adjustments to service; presentations are made at each of the member community city councils at a regularly convened public meeting. If any of the service adjustments fall under the criteria of requiring a public hearing, the ITP Board schedules and advertises for public hearing(s). Comments taken at public hearings are presented to the ITP Board Committees and to the ITP Board at their regularly scheduled public meetings.

Capital Projects

All capital projects are derived from the needs identified in the Long Range and Short Range Operating and Capital Plans. Projects are updated annually based on the needs identified by the Annual Service Plan. The project list is developed and presented to the ITP Board through the Service Planning Committee, Finance Committee, and regular

ITP Board Meeting. Public comments are taken at this time, as well as through the publishing of a Program of Projects in the Grand Rapids Press. Comments are taken prior to moving ahead with the application for federal funds. The lists of projects are forwarded to the staff of the Grand Valley Metro Council (GVMC), and are taken through their TIP, TECH and POLICY Committees, and GVMC Board for consideration. After all approvals are received, the application for federal assistance is filed.

Long Range Plan Public Involvement

Public involvement in the planning process at the Interurban Transit Partnership (ITP) is considered to be a critical element of developing an effective and efficient transit system. The ITP employs various means of getting public involvement on projects and in the development of plans. The development of the Mobile Metro 2020 Long Range Plan incorporated the following mechanisms to get the public involved in its development:

- Nine public focus group meetings.
- 1,000 public opinion surveys were gathered expressing peoples' thoughts, ideas, and perceptions of public transportation now and into the next century.
- Over 80 elected officials and community leaders spent four hours discussing community public transportation needs and brainstorming solutions.
- Town Hall Meeting attended by 150 people was broadcasted live on two radio stations.
- Open House attended by 200 people.
- Distribution of "Get in the Driver's Seat" cards. Hundreds were completed and returned.
- Transit Hotline maintained for the timeframe of the Long Range Plan development.
- Distribution of brochure explaining process and how the public could become involved.
- Numerous presentations prior to its adoption by the ITP Board and at GVMC.

The plan was formally adopted by GRATA and GVMC in November 1998.

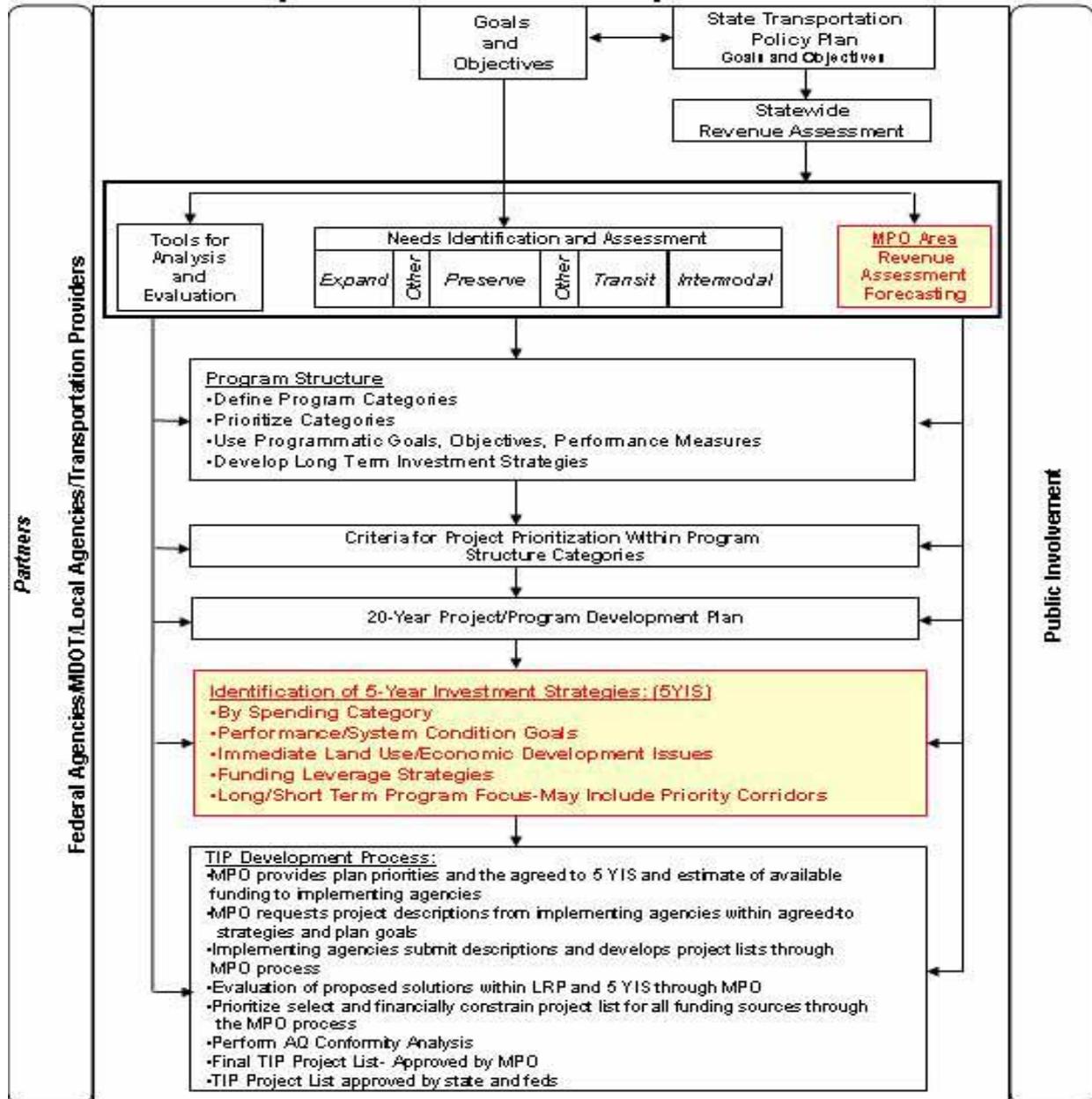
The plan was updated in cooperation with GVMC during 2001. The plan update was presented to the ITP Board at a public meeting, and was forwarded to GVMC for adoption into the Grand Valley Long Range Plan. The plan was then taken through to public hearings, prior to being adopted by the GVMC Committees and the GVMC Board. Currently, the ITP is working in conjunction with GVMC in the development of and updated 2030 version of the Long Range Plan.

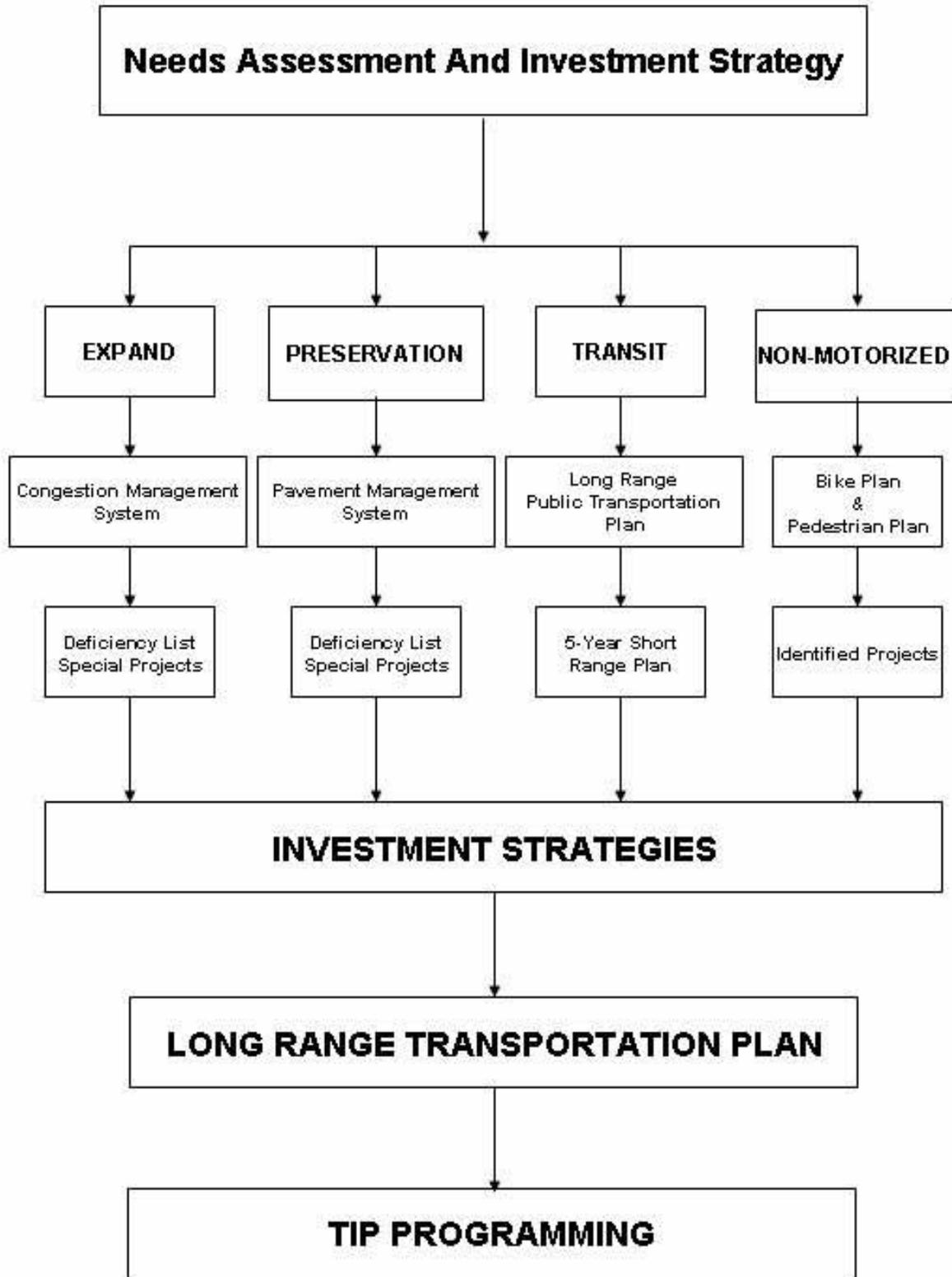
Appendix K Prioritization/Programming Process (Local Jurisdictions)

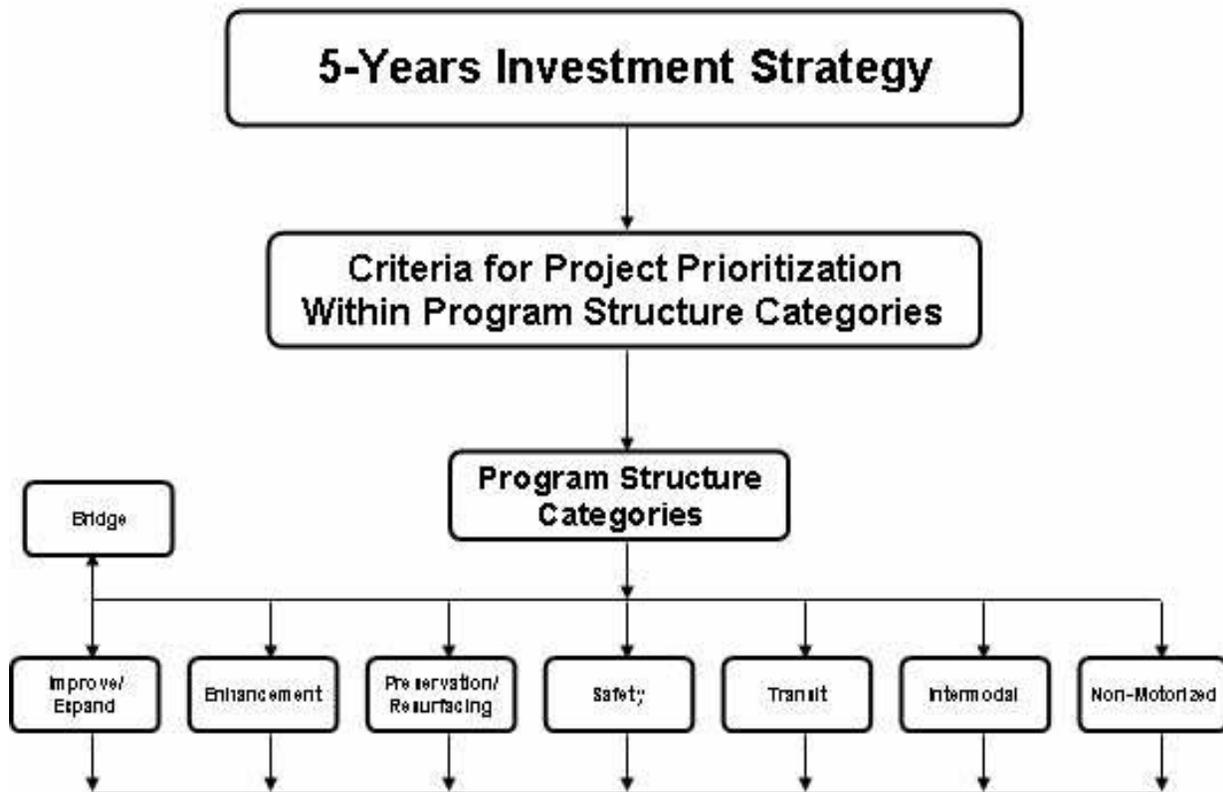
THE REVISED PLANNING PROCESS

MPO Forum

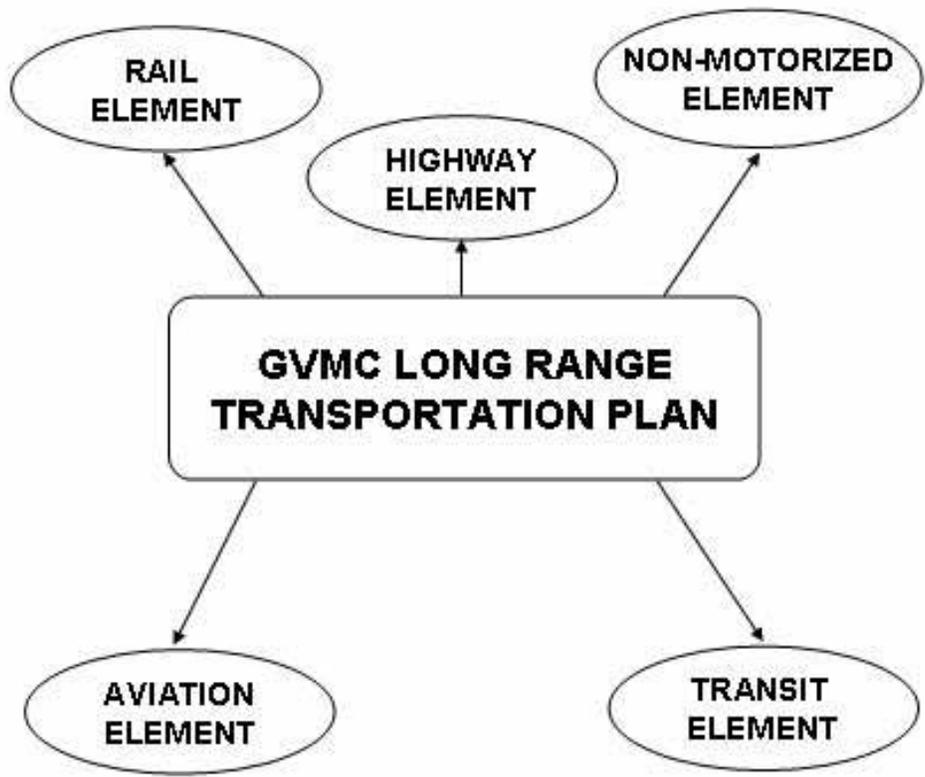
Transportation Plan Development Process



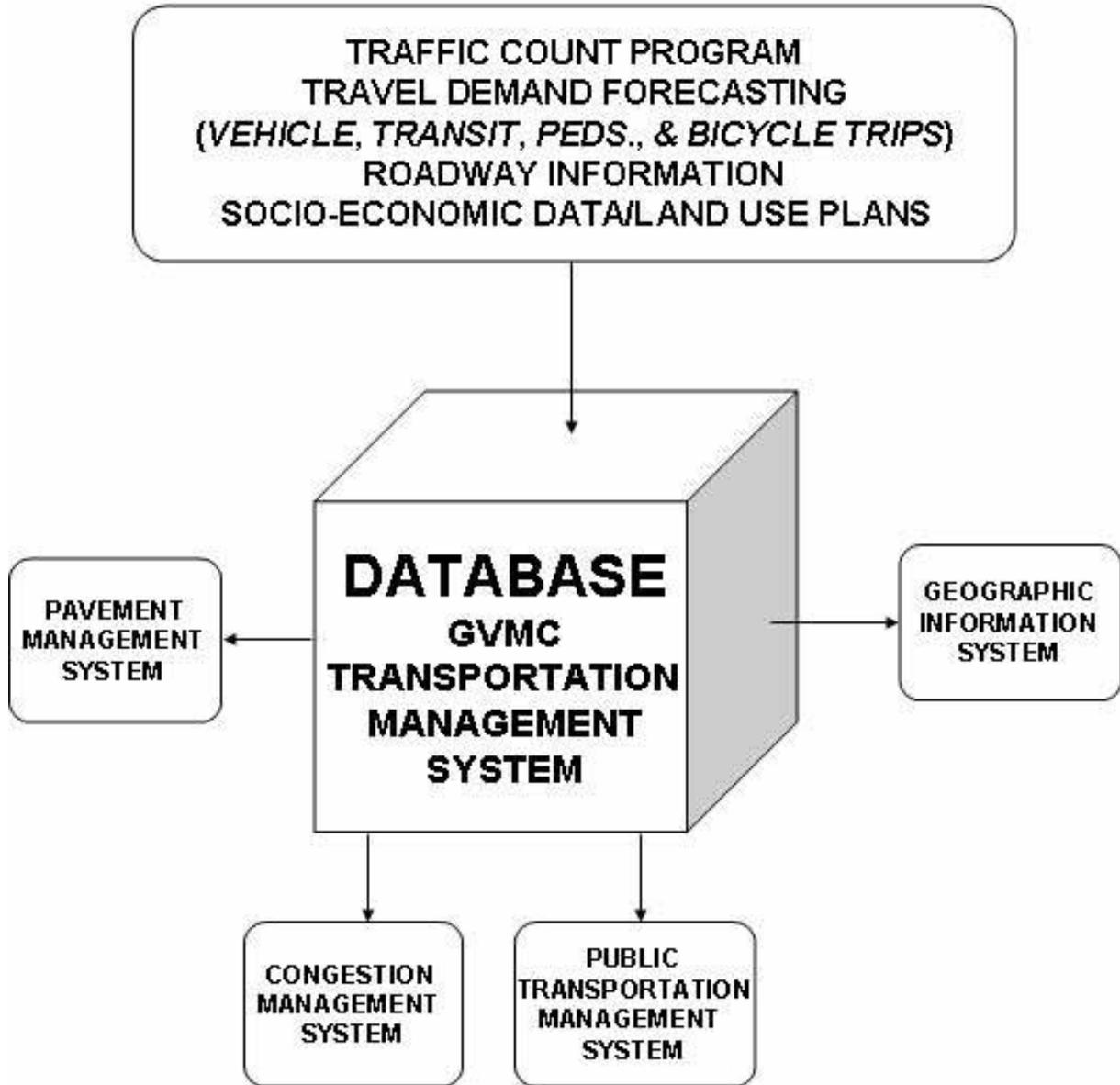


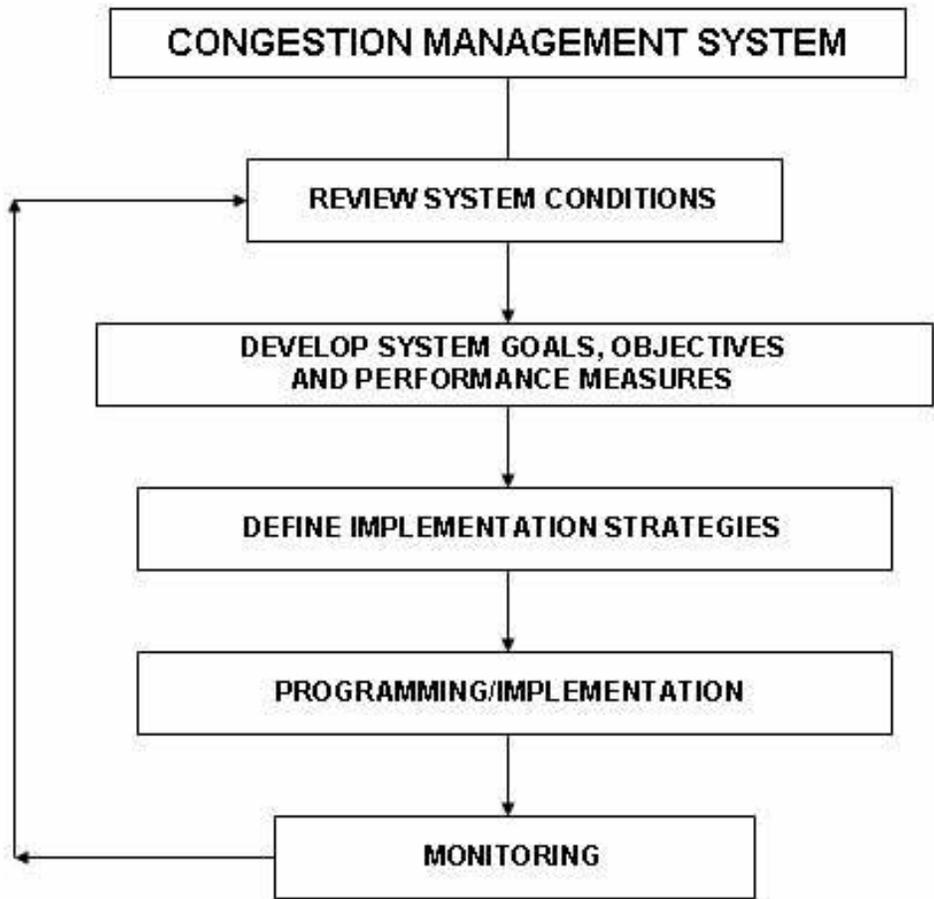


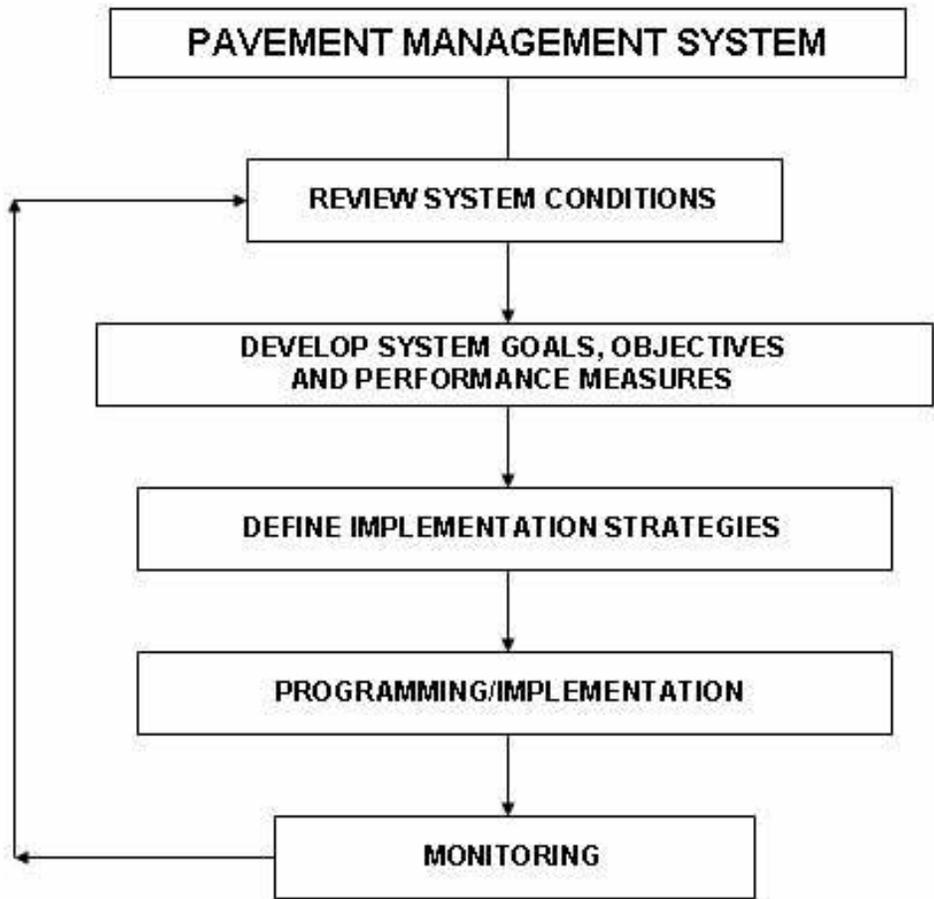
LONG RANGE TRANSPORTATION PLAN ELEMENTS

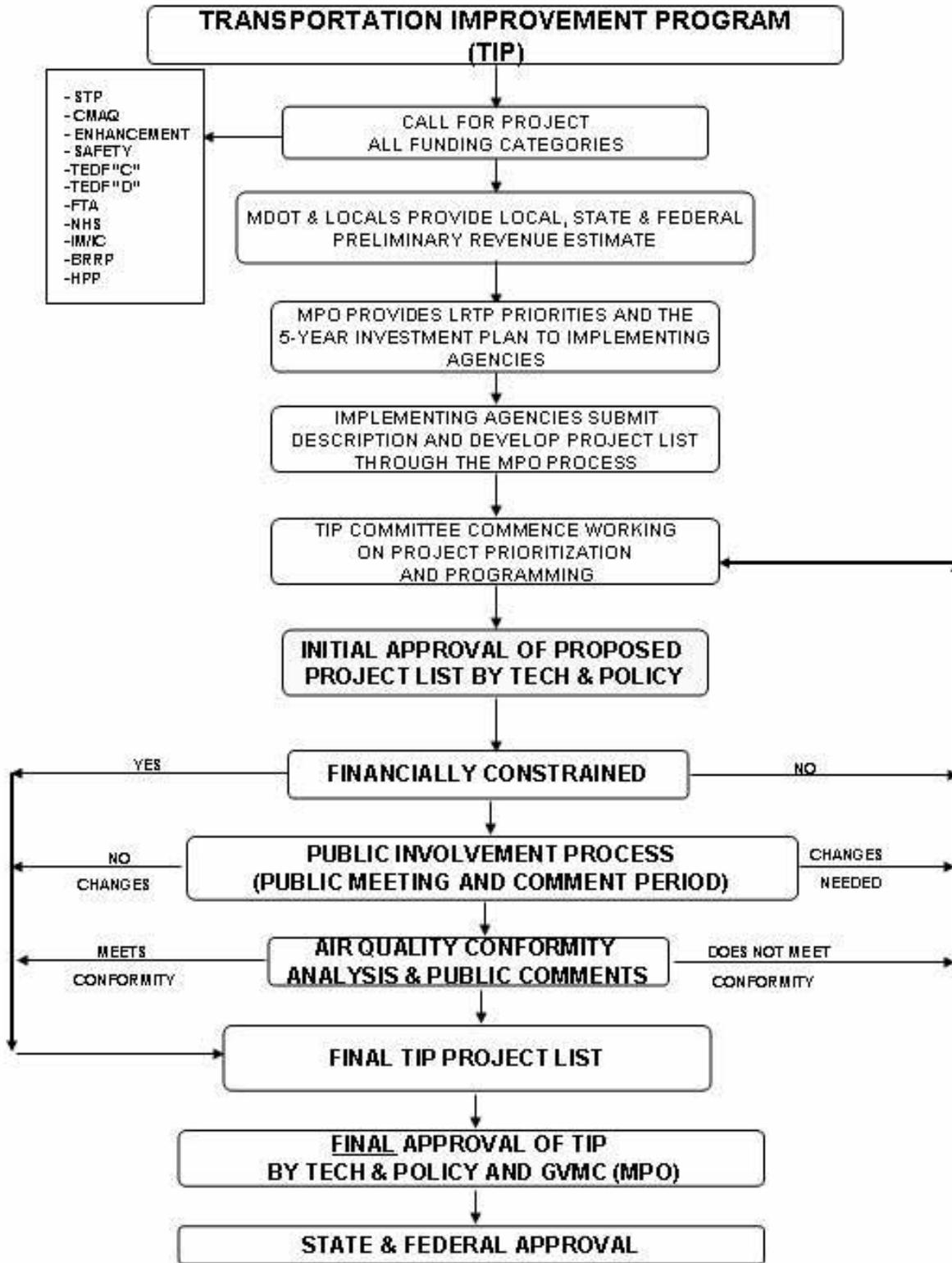


LONG RANGE TRANSPORTATION PLAN TOOLS









^ LRTP = LONG RANGE TRANSPORTATION PLAN

PARTICIPANTS

- ROAD COMMISSIONS
- CITIES
- TRANSIT AGENCIES
- MDOT
 - PLANNING
 - UPTRAN
 - REGION
- AIRPORT
- AMTRAK
- FREIGHT INDUSTRY REPRESENTATIVE
- FHWA/FTA
- DNR/EPA
- OTHER INTERESTED GROUPS/REPRESENTATIVES

Appendix L

Policies and Practices for Programming Projects

Capacity deficient project eligibility

Previously Stated Goal:

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

TIP Committee recommended Strategy/Practice:

In Kent County, the MPO shall use all available TEDF funding to improve capacity of facilities that are rated or are projected to be rated Level Of Service (LOS) E and F. In Ottawa County, the MPO shall use available federal funding to improve capacity of facilities that are rated or are projected to be rated Level Of Service (LOS) E and F. These projects must be listed in the MPO's Long Range Transportation Plan prior to implementation through the TIP process. The funding ratios for capacity deficient projects should be set at 80% federal/EDFC with a required 20% local match. The committees may alter this ratio to accommodate funding shortfalls. STP funding may be used for capacity improvement projects in Kent County if the necessity exists to do so due to financial constraint demonstrated in the Long Range Plan.

Explanation: If a facility has a 24 hour capacity of 24,000, and a 24 hour traffic volume of 18,000, then the V/C Ratio would be 0.75. Using the scale below, this facility would not be eligible for federal funding for the purpose of widening or adding capacity.

LOS Scale

V/C 0.00 - 0.25 = LOS A
 V/C 0.26 - 0.50 = LOS B
 V/C 0.51 - 0.75 = LOS C
 V/C 0.76 - 1.00 = LOS D

V/C 1.01 - 1.25 = LOS E
 V/C 1.26 - 9.99 = LOS F

Capacity Deficient

A comprehensive Roadway Infrastructure Management System (RIMS) will be developed and used as an inventory for all federal aid roadways within the MPO boundary. The information contained in RIMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIMS will be updated as information becomes available. All Long Range Plan projects (state and local) will come from RIMS. Data for RIMS will be acquired through various sources, including but not limited to local data submittal, the GVMC traffic count program, MDOT's traffic count program, etc.

All capacity and bridge improvement projects programmed in the TIP will be designed to reduce the congested or projected congested situation through the time period of the Long Range Plan. No improve/expand or bridge projects will be programmed that do not address current and future congestion through the life of the Long Range Plan.

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

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

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

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

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

All projects require consideration of Social and Environmental (S/E) impacts through the federal NEPA process. Minor projects, generally within the existing right-of-way, are usually classified as Categorical Exclusions. Projects which add capacity to an existing road or transit facility, and/or involve construction of a new transportation facility often require an Environmental Assessment (EA). The purpose of the EA is to identify the S/E effects of the proposed project and any mitigation required. If, through the EA process, significant S/E impacts are identified, an Environmental Impact Statement (EIS) is required. The EIS quantifies all S/E impacts associated with major projects, and identifies the required mitigation measures to address the impacts identified. Extensive public involvement, including a public hearing, and federal/state regulatory agency review, are included in both the EA and EIS processes. Proposed projects involving new or modified access to the Interstate system also require the completion of an Interchange Justification Report (IJR), to assess traffic impacts on the Interstate highway system.

The EA, EIS, and IJR processes may occur prior to inclusion of a project in the MPO LRP, or may occurs as part of the TIP project implementation process, depending on the scope of the proposed project.

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

Condition deficient project eligibility

Previously Stated Goal:

To maintain and improve the system-wide pavement condition.

Proposed Strategy/Practice:

The MPO will maintain a Pavement Management System (PaMS). This system will include all necessary data to reasonably manage and improve the pavement condition of the federal-aid network. MPO staff will update 1/3 of the entire system condition data annually. This data will be reviewed by local agency staff. Any discrepancies noted by local agency staff will be reviewed by MPO staff. MPO staff will make the final Pavement Condition Index (PCI) determination. Once complete the condition data will be incorporated into the Roadway Infrastructure Management System (RIMS).

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

PCI Investment Scale

PCI 0 - 45 eligible for Reconstruction

PCI 0 - 70 eligible for Major Overlay

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

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

Suggested Match Ratio for Overlay Projects

<u>ADT Range</u>	<u>Match Ratio (fed/local)</u>
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 committee to accept the Functional Classification proposed strategy/practice as submitted.

High Priority Corridors

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

Facilities Must:

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

The TIP committee recommends using the criteria developed for High Priority Corridors on a case by case basis to determine if a High Priority Corridor is eligible for special funding.

Obligation Authority issues

Current Policies/Practices

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

TIP Committee recommended Policy/Practice:

- ✘ Encourage the use of Advance Construction (in the second and third year of the TIP) (STP-Urban funds only).
- ✘ Goal to have projects obligated by April 1st
- ✘ If a project cannot be obligated in the first year that projects drops to the second or third year and the advance construction project(s) are converted (paid for) in the first year.
- ✘ Preferably the third year of the TIP contains easily built projects (several overlay projects).
- ✘ Monthly project tracking.

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

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

Current Policy/Practice

No policy/practice is currently in place.

TIP Committee recommended Policy/Practice:

Adding/Amending New Projects to an Existing TIP

Resurfacing Project - Action required -	Should be listed in the Pavement Management System deficiency list with a PCI of 70 and below. A new project requires a TIP amendment.
Reconstruction Project - Action required -	Should be listed in the Pavement Management System deficiency list with a PCI of 45 and below. A new project requires a TIP amendment.
Expand & Widen Project - Action required -	Should be listed in the Congestion Management System capacity deficiency list and be listed in the Long Range Transportation Plan. A new project requires air quality conformity analysis and a TIP amendment.
ITS Project - Action required -	Should be recommended by the ITS committee. A new project requires a TIP amendment.
Transit Project - Action required -	Should be listed in the 5 years Short Range Public Transportation Plan or in the Long Range Public Transportation Plan. A new project requires a TIP amendment.
Buses - Action required -	All buses should come from the Fleet Replacement Plan. A new project requires a TIP amendment.
Procedure for Adding New Project(s) - Action required -	A call for projects will be sent to all transportation providers, project(s) will be selected through the project selection process we have in place. Adding a new project to an existing TIP requires a TIP amendment.
Illustrative Projects - Action required -	All projects listed in illustrative years can move forward into the TIP. Moving Illustrative projects into a current TIP requires a TIP amendment.

Adjusting Projects in an Existing TIP

- Cost Adjustment -** All projects exceeding the programmed federal cost by more than 10 percent require a TIP administrative adjustment.
- Scope of work changes -** Any changes to the scope of work on programmed projects leading to cost increases of more than 10 percent of programmed federal cost would require a TIP administrative adjustment.
- Air Quality Impact -** Any project(s) that require air quality conformity analysis would require a TIP amendment.

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.
Action required - A new project requires a Plan amendment.
- Expand & Widen Project -** Should be listed in the Congestion Management System capacity deficiency list. Should be regionally significant.
Action required - A new project requires air quality conformity analysis and a Plan amendment.
- ITS Project -** Should be recommended by the ITS committee.
Action required - A new project requires a Plan amendment.
- Transit Project -** Should be listed in the 5 years Short Range Public Transportation Plan or in the Long Range Public Transportation Plan.
Action required - A new project requires a Plan amendment.
- Procedure for Adding New Projects(s) –**
A call for projects will be sent to all transportation providers, project(s) will be selected through the project selection process we have in place.
Action required - A new project requires a Plan amendment.

Adjusting Projects in an Existing Long Range Transportation Plan

- Cost Adjustment -** All projects exceeding the programmed cost by 10% (Federal Cost) will require a Plan administrative adjustment.
- Scope of work changes -** Any changes to the scope of work on programmed projects leading to increases in programmed cost would require a Plan administrative adjustment.
- Air Quality Impact -** Any project(s) that require air quality conformity analysis would require a Plan amendment.

Advance Construction

Current Policies/Practices

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

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

TIP Committee recommended Policy/Practice:

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

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

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

The TIP Committee recommends that the use of Advance Construction be restricted to the first 3 years of the TIP and the 2 Illustrative years; that there are no limits on the dollar amount and the number of Advance Construct projects allowed, and that once the TIP is developed it will be financially constrained.

CMAQ Program issues

Current Policies/Practices

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

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

TIP Committee recommended Policy/Practice:

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

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

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

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

Agreement for CMAQ funding in West Michigan

4. MDOT will do the East/West estimating of funding split.
5. 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.
6. Working through the TIP development process the MPO and MDOT representatives will cooperatively distribute the funds to local and state eligible projects.
7. MDOT will provide a time line with the estimates for completion of task #3.
8. All parties will meet to discuss all projects and compile the CMAQ program.
9. MDOT makes the final decisions to reach financial constraint of the final program.
10. This entire agreement will be re-evaluated when the USEPA takes action on the 8 hour standard.

Funding Sidewalks

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

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

Regional Non Motorized Facilities

Current Policies/Practices

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

TIP Committee recommended Policy/Practice:

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

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

Funding Right of Way (ROW) with federal funding

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

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

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

Funding Engineering costs

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

No Federal/State funds for Engineering.

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

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

Other Issues

Safety

TIP/Staff recommendations:

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

ITS

TIP/Staff recommendations:

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

Rural areas

TIP/Staff recommendations:

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

Planning/Engineering studies

TIP/Staff recommendations:

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

Land Use/Transportation Planning

TIP/Staff recommendations:

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

Public Involvement

Staff recommendations:

Staff is currently reviewing the current public involvement process.

Railroads

No recommendations are being made at this time.

Traffic Calming

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

Appendix M

Mobile 6.2 Sample Input/Output files

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

Appendix N

List of Acronyms

ADA	Americans with Disabilities Act
BLVD	Boulevard
BRRP	Federal Bridge Repair Program
BR	Business Route
CTF	Michigan Comprehensive Transportation Fund
CL	City Limits or County Line
CMS	Congestion Management System
CMAQ	Congestion Mitigation/Air Quality Program Fund
CON	Construction Phase
DEMO	Congressionally Designated Demonstration Funds
EPE	Early Preliminary Engineering
EDFA	Transportation Economic Development Fund - Category A
EDFC	Transportation Economic Development Fund - Category C
FY	Fiscal Year
GIS	Geographic Information System
IM	Interstate Maintenance Program
MIS	Major Investment Study
MTF	Michigan Transportation Fund
NHS	National Highway System
O/D	Origin-Destination Study
PMS	Pavement Management System

ROW	Right-of-Way Acquisition
S9C	Federal Transit Administration Program Section 9 Capital
S9O	Federal Transit Administration Program Section 9 Operating Assistance
S18O	Federal Transit Administration Program Section 18 Operating Assistance (Rural)
S16B	Federal Transit Administration Program Section 16B2 (Elderly & Handicapped)
STPC	Surface Transportation Program for Small Cities
STPE	Surface Transportation Program for Enhancements
STPR	Surface Transportation Program for Rural Areas
STPU	Surface Transportation Program for Urbanized Area

Appendix O

Glossary

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

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

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

AASHTO - American Association of State Highway and Transportation Officials

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

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

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

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

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

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

Build/No-Build - Refers to a conformity requirement in which Metropolitan Planning Organizations must demonstrate the “building” or implementing a long range plan or Transportation Improvement Program will result in less emissions than “not building” or not implementing the TIP.

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

CAAA - Clean Air Act and Amendments

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

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

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

CNG - Compressed Natural Gas

CMAQ - Congestion Management and Air Quality Improvement Program; Directs funding to projects that contribute to meeting national air quality standards.

CMS - Congestion Management System; One of six management systems required by ISTEA. Unless a part of a CMS, future highway projects that significantly increase capacity for single occupant vehicles (SOVs) may be ineligible for federal funding.

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

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

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

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

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

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

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

Expenditures - Disbursement of funds for repayment of obligations occurred.

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

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

FY - Fiscal Year

GIS - Geographic Information System

GRETS - Grand Rapids and Environs Transportation Study

GVMC - Grand Valley Metropolitan Council

HPMS - Highway Performance Monitoring System

HRP - Highway and Research Planning Funds

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

ITE - Institute of Transportation Engineers

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

IAWG - Interagency Work Group

Intermodal - Refers to connections between modes.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991; Legislative initiative by the U.S. Congress that reconstructed funding for the transportation programs.

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

I/M - Vehicle Inspection and Maintenance

KCRC - Kent County Road Commission

LADCO - Lake Michigan Air Directors' Consortium

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

LRP - Long Range Plan

MACC - Macatawa Area Coordinating Council

MDEQ - Michigan Department of Environmental Quality

MDNR - Michigan Department of Natural Resources

MDOT - Michigan Department of Transportation

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

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

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

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

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

NAAQS - National Ambient Air Quality Standards; Federal standards that set allowable concentrations and exposure limits for various pollutants.

NHS - National Highway System; A federal transportation program 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.

NoX - Oxides of Nitrogen

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

OCRC - Ottawa County Road Commission

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

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

PPM - Parts per Million

PMS - Pavement Management System

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

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

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

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

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

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

PTMS - Public Transportation Management System

RACT - Reasonable Available Control Technology

Rescission - Legislative action to cancel the obligation of unused budget authority previously provided by Congress before the time when the authority would have otherwise lapsed.

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

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

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

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

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

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

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

SIP - State Implementation Plan; required documents prepared by states and submitted to EPA for approval. SIPs identify state actions and programs to implement designated responsibilities under the Clean Air Act.

SLARG - State and Local Agency Review Group

STIP - State Transportation Improvement Program

STPR - Surface Transportation Program for the rural area.

STPU - Surface Transportation Program for the urbanized area.

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

Transit - Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transit Dependent - Persons who must rely on public transit or paratransit for most of their transportation.

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

TDM - Transportation Demand Management

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

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

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

TRANPLAN - Transportation Planning Package

TRB - Transportation Research Board

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

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

UWP - Unified Work Program

UAM - Urban Air shed Model

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

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compounds

WMCAC - West Michigan Clean Air Coalition

WMEAC - West Michigan Environmental Action Council.

Appendix P

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Grand Valley Metropolitan Council the Metropolitan Planning Organization for the Grand Rapids urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5303, 23 U.S.C. 134, and 23 CFR part 405.334;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)). (Note--only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary).

Grand Valley Metropolitan Council
Metropolitan Planning Organization

Michigan Department of Transportation

Don Stypula

Signature

Executive Director
Title

Title

Date

Date