

FY 2006-2008 Transportation Improvement Program

Pending Approval

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

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Introduction

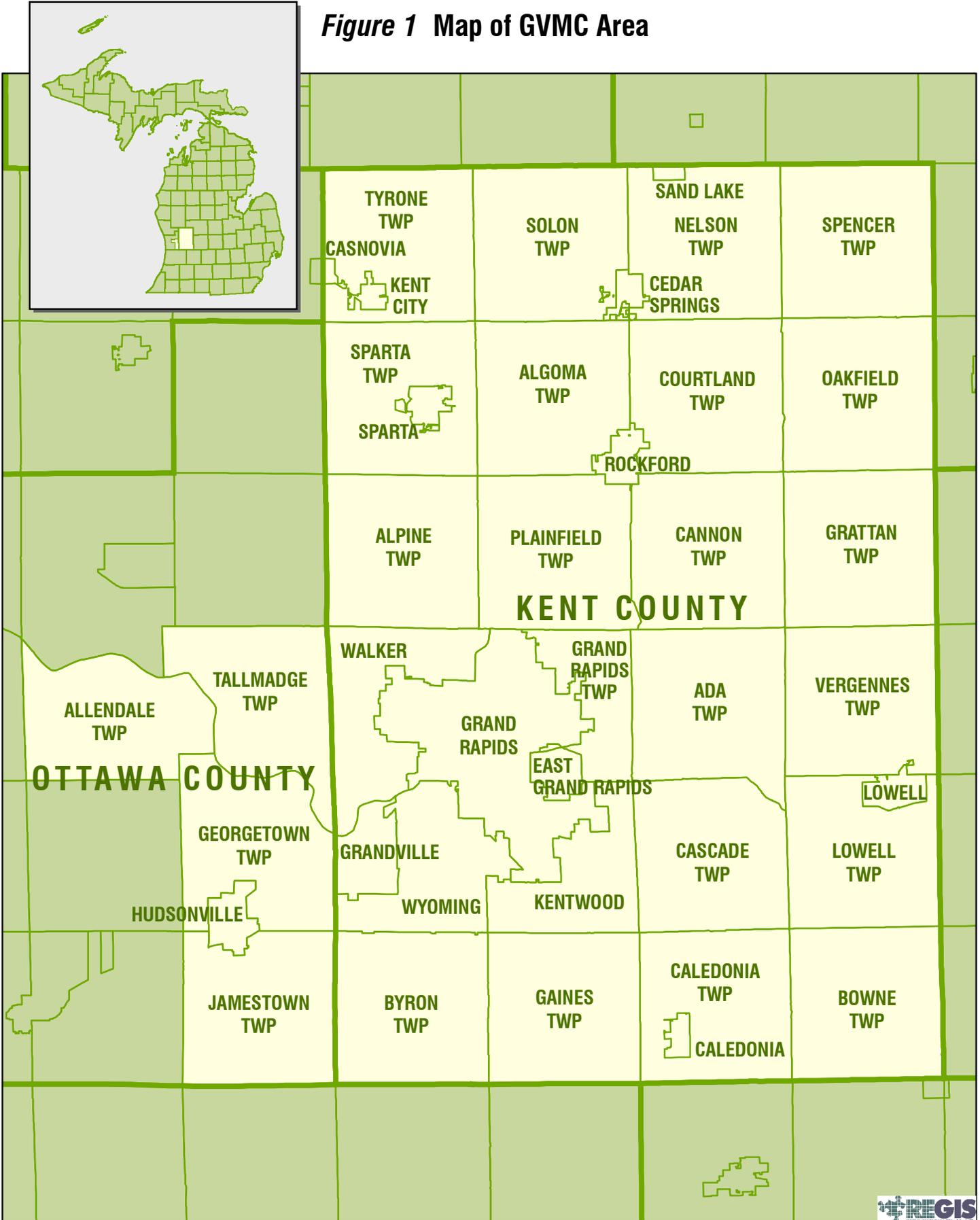
This is the official Transportation Improvement Program (TIP) for the area served by the Grand Valley Metropolitan Council (GVMC) for fiscal year 2006, beginning October 1, 2005 through fiscal year 2008, ending September 30, 2008. The GVMC Study Area is comprised of Kent County, the City of Hudsonville, Allendale, Georgetown, Jamestown and Tallmadge Townships. The Grand Valley Metropolitan Council (GVMC) is the designated Metropolitan Planning Organization for the Greater Grand Rapids Area. See figure one on page 2 for a map of the Grand Valley Metropolitan Council area.

Currently the Grand Valley Metropolitan Council's Metropolitan Planning Organization (MPO) has an estimated population in excess of 650,000. The number of Federal Aid Urban roads is approximately 1200 center lane miles.

The TIP is used to identify proposed projects developed in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative (3C) planning process. All federal monies returned to the Grand Rapids area from the federal fuel tax is distributed through this process.

The 3C planning process provides a forum by which these officials can coordinate and regionally prioritize their projects. The annual process for selecting multi-modal transportation projects was developed based on locally determined transportation needs and helps to ensure that programmed transportation improvements are consistent with expected revenues from federal, state and local sources.

Figure 1 Map of GVMC Area



Chapter I Financial Plan

The Grand Valley Metropolitan Council (GVMC) Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a three year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, street, and public transit systems. Federally-funded expenditures are required by federal law to be consistent with the FY2030 Long Range Plan adopted in June 2004 (by FHWA) and to be constrained to include only projects that we anticipate having enough revenue to complete.

A portion of this money is used to maintain and operate the transportation systems. The remainder is for capital projects. For more information on what agencies do to ensure that the system as a whole is being adequately operated and maintained please see pages 41 through 53, 72 through 78 and see appendices G,I, J, K & L.

Federal regulations require the TIP to be financially constrained by fiscal year. The STIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of the tables listed below is to demonstrate financial constraint. The tables compare estimated revenues and expenditures by funding source and indicates how much revenue total it is estimated will be available each year from federal state and local sources. Revenue and expenditures in these tables are MPO totals for combined state and local programs. Federal revenues used here are based on the FY2004 – 2006 TIP using the FY2006 funding levels with a factor of 2 percent used for FY2007 and for FY2008 a compounded annual increase of two percent, which is consistent with the projected increases in the national authorization level of the federal highway program during the period of this program.

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

FISCAL CONSTRAINT DEMONSTRATION

Highway Fund Source ^{4, 5}	FY 2006				FY 2007				FY 2008			
	Estimated Federal Revenue ^{1, 2}	Estimated Non-Federal Revenue ^{1, 3}	Total Estimated Revenue	Total Proposed Commitments ⁶	Estimated Federal Revenue ^{1, 2}	Estimated Non-Federal Revenue ^{1, 3}	Total Estimated Revenue	Total Proposed Commitments ⁶	Estimated Federal Revenue ^{1, 2}	Estimated Non-Federal Revenue ^{1, 3}	Total Estimated Revenue	Total Proposed Commitments ⁶
Interstate Maintenance (IM)	\$17,997,568	\$2,000,642	\$19,998,210	\$19,998,210	\$1,314,450	\$146,050	\$1,460,500	\$1,460,500	\$8,717,934	\$968,660	\$9,686,594	\$9,686,594
National Highway System (NHS)	\$365,000	\$81,000	\$446,000	\$446,000	\$17,146,757	\$3,802,243	\$20,949,000	\$20,949,000	\$9,760,350	\$2,164,330	\$11,924,680	\$11,924,680
Surface Transportation Program (STP)	\$19,380,824	\$9,460,513	\$28,841,337	\$28,841,322	\$22,160,234	\$9,424,904	\$31,585,138	\$31,585,075	\$19,127,279	\$10,151,457	\$29,278,736	\$29,213,573
Bridge (B)	\$4,956,800	\$1,239,200	\$6,196,000	\$6,196,000	\$1,250,762	\$312,691	\$1,563,453	\$1,563,453	\$451,595	\$112,899	\$564,494	\$564,494
Congestion Mit. And Air Quality (CMAQ)	\$2,400,000	\$0	\$2,400,000	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minimum Guarantee (MG)	\$3,607,000	\$1,543,043	\$5,150,043	\$5,150,000	\$3,607,000	\$1,493,025	\$5,100,025	\$5,100,000	\$3,607,000	\$1,643,250	\$5,250,250	\$5,250,000
Other Federal Highway Funds	\$1,200,000	\$300,000	\$1,500,000	\$1,500,000	\$4,240,000	\$1,060,000	\$5,300,000	\$5,300,000	\$36,000,000	\$9,000,000	\$45,000,000	\$45,000,000
Other Non-Federal Highway Funds	\$0	\$26,330,000	\$26,330,000	\$26,330,000	\$0	\$3,277,000	\$3,277,000	\$3,277,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000
Highway Total	\$49,907,192	\$40,954,398	\$90,861,590	\$90,861,532	\$49,719,203	\$19,515,913	\$69,235,116	\$69,235,028	\$77,664,158	\$26,040,596	\$103,704,754	\$103,639,341

Transit Fund Source^{4, 5}

Section 5307 UZA Formula	\$6,039,230	\$1,454,309	\$7,493,539	\$7,493,539	\$6,669,902	\$1,646,804	\$8,316,706	\$8,316,706	\$6,964,331	\$1,719,377	\$8,683,708	\$8,683,708
Section 5309 Capital	\$3,916,902	\$802,257	\$4,719,159	\$4,719,159	\$9,896,728	\$2,474,182	\$12,370,910	\$12,370,910	\$7,680,000	\$1,920,000	\$9,600,000	\$9,600,000
Section 5310 Elderly and Disabled	\$234,072	\$58,518	\$292,590	\$292,590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5311 Non-UZA Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 3037 Job Access/Reverse Commute	\$209,354	\$209,354	\$418,708	\$418,708	\$560,000	\$140,000	\$700,000	\$700,000	\$560,000	\$140,000	\$700,000	\$700,000
New Freedom Initiative	\$134,989	\$33,747	\$168,736	\$168,736	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Total	\$10,534,547	\$2,558,185	\$13,092,732	\$13,092,732	\$17,126,630	\$4,260,986	\$21,387,616	\$21,387,616	\$15,204,331	\$3,779,377	\$18,983,708	\$18,983,708

- Notes:
- For estimated revenue use the FY 2006 revenue estimate from the FY 2004-2006 TIP as the FY 2006 revenue estimate in the FY 2006-2008 TIP. Increase the FY 2006 revenue estimate by 2% for the FY 2007 revenue estimate and increase it an additional 2% for the FY 2008 revenue estimate.
 - Estimated federal revenue is Apportionment (not Obligation Authority). It includes all phases for each trunkline and local project.
 - Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project. **If other funds are included, they must be defined in a footnote to the table.**
 - Highway and transit fund sources are obtained from the fund column of the final snapshot provided to each MPO.
 - The FY 2006-2008 TIPs and STIP will report financial constraint by major federal funding source rather than by MDOT program categories. To aid in rolling up from program categories to funding source, please refer to the following.
 STP includes GPAs, Enhancement and Safety.
 MG includes Economic Development Category C - Urban Congestion and Category D - Rural.
 Other federal funds includes Emergency Relief, High Priority Projects and National Recreational Trails.
 Other non-federal funds includes state M programs, Economic Development, Bonds, etc.
 See Codes worksheet (Funding Codes by Funding Source) for additional detail.
 - Local projects are over matched by at least 10%.
- This spreadsheet reflects changes to FY2006 Other Non-Federal Highway Funds (add. \$5 Million AC) & CMAQ (add. \$2.4 Million ACC) & Interstate Maintenance (add. \$1.6 Million ACC).

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

- The TIP deals with **fiscal years, not calendar years**. As such, this report summarizes planned expenditures for October 1 to September 30. Fiscal Year 2006 begins on October 1, 2005.
- The STIP and TIPs must list **projects funded with federal funds and those that are regionally significant** regardless of the funding source. We have not included all known projects and revenue in these tables. CMAQ projects which are not listed in this document at the time of printing have not yet been programmed due to uncertainties with federal funds. These projects although not listed in the above tables will be amended into the TIP and subsequently listed in the above tables when funding becomes more certain.
- Projects associated with the expenditures listed in the tables above are detailed in pages 55 through 66. Some projects not of appropriate scale to be listed individually have been grouped into General Program Accounts for the purpose of the TIP.
- Expenditures for known programs that did not have specific projects identified at the time this document was developed are not shown and will be amended into the program when the projects are identified. The programs from which expenditures may be made, but are not shown in the table, are discussed in appendix H.

Following is a brief description of the programs listed in the preceding three tables. Local Highway Programs include,

- **Transportation Management Areas Program (TMA)** - the TMA program was created by a federal set aside of federal STP funds for areas of population greater than 200,000. These include the urbanized areas of Ann Arbor, Detroit, Flint, Grand Rapids, Lansing/East Lansing, and parts of South Bend (Niles) and Toledo (City of Monroe) that spill over into Michigan. In Michigan the entire set aside for TMAs is reserved for spending on local jurisdiction facilities.
- **Small Metropolitan Planning Organizations Program** - the Small MPOs program is funded with a non-mandatory set aside of federal STP funds for areas of population between 50,000 and 200,000. These include the urbanized areas of Battle Creek, Bay City, Benton Harbor, Holland/Zeeland, Jackson, Kalamazoo, Muskegon, Port Huron, and Saginaw.
- **Transportation Economic Development Fund, Category C Program (TEDF-C)** - the TEDF-C program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for urban county congestion relief. The recipients include Kent, Genesee, Macomb, Oakland, and Wayne counties.

- The **Rural Task Force Program** is made up of the **Rural STP** and **TEDF-D** programs. The Rural STP program is created with a non-mandatory set aside of federal funds. The TEDF-D program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for a rural county system of all-season roads. Recipients include the 78 counties that do not receive TEDF-C funds. Groups of nearby counties meet together in Rural Task Forces to prioritize their transportation investments. The programs were combined on the table because individual county projects are often funded from both sources.
- **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. Approximately 50 cities share this program and submit project requests to the MDOT for their possible selection.
- **Local Bridge Program** - the Critical Bridge Program is established in state law with a state grant from the Michigan Transportation Fund (MTF). Federal Bridge funds that may only be spent off the federal aid system and federal STP funds are also part of the program.
- **Congestion Mitigation & Air Quality Program (CMAQ)** - the CMAQ program is federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies.
- **Transportation Enhancements Program (TE)** - the TE program is funded with a federal set aside of STP funds for surface transportation-related projects, such as bike and pedestrian facilities, transportation museums, and historic preservation projects. Grants are made based on applications from state and local agencies and private entities.
- **Local Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **State Park Access Program (SPA)** - the SPA program is a non-mandatory set aside of federal STP funds for the purpose of improving local roads that serve state parks.
- **Recreational Trails Program** - the Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users.
- **Federal Allocations** - federal allocations include the congressionally-designated High Priority Projects Program of TEA 21 and Demonstration projects of pre-TEA 21 authorizations, as well as funds passed out at the discretion of the U. S.

Secretary of Transportation. These funds are typically provided for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are determined.

- **Non-Federal Programs** - The FY2006 - 2008 TIP document does not include any description discussion or otherwise regarding non-federal programs. Illustrative projects which may be deemed non-federal is discussed on page 79 followed by two years worth of projects.

Note: The local road safety program, which is funded with a set aside of federal STP funds, is not included in the tables because projects were not selected in time to be included. These projects address immediate safety needs and are not selected very far in advance. These projects will be amended into the TIP once they are selected.

The state trunk line is nearly 10,000 miles of the most heavily traveled roads in the state. They are all funded from the pool of state and federal funds available to the MDOT for care of the state trunk line system. State Trunk line programs include,

- **Rehabilitate and Reconstruct Program** - the R & R program's purpose is to improve the pavement condition and ride quality on the system.
- **Trunk line Bridge Program** - the bridge program provides for the inventory, inspection, analysis and emergency repair of trunk line bridges.
- **Capital Preventive Maintenance Program for Highways and Bridges** - the CPM program's purpose is to extend the life of pavement and prevent costly repairs in the future.
- **Passing Relief Lanes** - the program adds passing lanes on two lane trunk lines with limited passing sight distance in northern Michigan.
- **Capacity Improvements** - capacity improvements include the widening and resurfacing or reconstructing of roads with the purpose of relieving urban congestion and improving service along the most important commercial thoroughfares.
- **New Roads** - the new roads program includes construction of new roads on new alignments in order to improve system continuity, relieve congestion, and continue Michigan's economic vitality.
- **Preliminary Engineering** - PE includes funding for preliminary studies, surveys, drafting, and engineering work necessary to begin the development of road projects.
- **Congestion Mitigation & Air Quality Program** - the CMAQ program is a federal

program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies.

- **Highway Safety Program** - The highway safety program is funded with a set aside of federal STP funds.
- **State Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings.
- **Weigh Stations Program** - the Weigh Stations program funds improvements to truck weigh stations on the trunk line system.
- **Roadsides Program** - the Roadside program provide funding for landscaping, rest area, and non-motorized facilities.
- **Sewer Separations Program** - the Sewer Separations program funds the MDOT participation in local sewer separation projects.
- **Federal Allocations** - federal allocations include the congressionally-designated High Priority Projects Program of TEA 21 and Demonstration projects of pre-TEA 21 authorizations, as well as funds passed out at the discretion of the U. S. Secretary of Transportation. These funds typically provide for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are known.
- **Non-federal Programs** - The FY 2006 - 2008 TIP document does not include any description discussion or otherwise regarding non-federal programs. Illustrative projects which may be deemed non-federal is discussed on page 79.

Chapter II Public Involvement

The Transportation Equity Act for the 21st Century (TEA-21) requires that the public have reasonable opportunity to comment on transportation plans and programs. A public involvement process must be explicitly set forth and adopted by the Metropolitan Planning Organizations (MPO) which receives federal transportation funds. Below is the actual approved GVMC Public Involvement Plan.

The Public Involvement Process for Transportation Planning Grand Valley Metropolitan Council

Introduction

A public involvement process for transportation planning must be explicitly set forth and adopted by the Metropolitan Planning Organization (MPO), which receive transportation funds from the Federal Highway Administration and from the Federal Transit Administration. The actions and processes described in this document apply to transportation planning done by the Grand Valley Metropolitan Council (GVMC) in conjunction with the work done by the transportation committees of the Council. The standards for this process are to be found in Title 23, Code of Federal Regulations, Part 450, Subpart C, especially Section 316(b)(1) and in Title 49, Code of Federal Regulations, Part 613, Subpart A, Section 100.

In general, the federal regulation cited above requires “a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs (Transportation Improvement Programs) . . .”

To meet these standards this Public Involvement Process includes: outreach to public opinion and needs, especially to those who are underserved, by means of public forums and a survey; opportunity for public comment at all public meetings; making information available easily to the public; public notification of meetings both by public media and direct mail; appropriately scheduled public hearings; opportunity for public comment on key decisions; timely and forthright response to public comments; and regular review of the public involvement process itself.

The goals of this process are:

1. Involve the public early in the planning process.
2. Obtain understanding of transportation needs, especially of the underserved.
3. Make information available to the public.
4. Provide timely and adequate notice to the public about meetings and plans.

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

Regulatory Reference

TEA-21 (Public Law 105-178), the Transportation Equity Act for the 21st Century, authorizes Federal transportation programs. Further, TEA-21 requires that GVMC as the MPO for the Grand Rapids area establish and periodically review the public involvement processes that are employed.

Section 450.316 of TEA-21 mandates that the metropolitan transportation planning process contain the following public involvement elements:

- Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified as follows:
 - Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;
 - Provide timely information about transportation issues and processes to citizen, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects;
 - Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered.
 - Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs;
 - Demonstrate explicit consideration and response to public input received during the planning and program development processes;
 - Seek out and consider the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low income and minority households;
 - When written and oral comments are received on the draft transportation plan or TIP as a result of the public involvement process, those comments will appear as an appendix of the plan or TIP;
 - If the final document differs significantly from the one which was made available for public comment due to circumstances that could not have been reasonably foreseen from the public involvement efforts, an additional public comment opportunity will be provided;
- Be consistent with Title VI of the Civil Rights Act of 1964 which ensure that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation.

- Identify actions necessary to comply with the Americans with Disabilities Act of 1990 and Presidential Executive Order 12898, Environmental Justice.

Goals, Objectives, and Policies

The effectiveness of any policy plan depends on its ability to successfully meet the expectations of the public. As such, plans and policies need to be revisited and reviewed periodically to determine if the public's needs are being addressed in an effective and efficient manner. In order to ensure the effectiveness of this plan, the public must be kept informed of activities of the Transportation Division of the Grand Valley Metropolitan Council. The public must be given a meaningful opportunity to participate in the development and review of public policy through the use of presentations, press releases, mailings, public meetings, and other public outreach activities.

PUBLIC PARTICIPATION GOAL: The public involvement process for transportation planning shall provide complete information, timely public notice, and full access to key decisions; and shall support early and continuing involvement of the public.

Objective 1-Public Access: The public shall be provided timely notice and reasonable access to information about transportation plans, issues, and processes.

Policy 1.1 All plans and documents shall be made available for the public to review at GVMC offices. Copies of the Long Range Transportation Plan will be distributed to all public libraries in the MPO area and to all members of the GVMC Transportation Committees. Copies of other plans or projects will be distributed to the GVMC Transportation Committees and notice of release for those plans or projects will appear in area media.

Policy 1.2 Notice and agenda of all GVMC Transportation Committee meetings shall be available to the public three days before they occur with the exception of emergency meetings when less time is allowed under the State of Michigan Open Meetings Act.

Policy 1.3 All meetings and workshops of GVMC Transportation Committees will be open to the public except as allowed by the State of Michigan Open Meetings Act.

Policy 1.4 In compliance with the American with Disabilities Act, individuals needing special accommodations to participate in meetings should contact GVMC Transportation Staff at least three working days prior to the scheduled meeting.

Objective 2-Public Outreach: Opportunities shall be created for the public to be informed about issues, plans, and projects under consideration by the GVMC Transportation Division, particularly those who can expect to be directly affected by the outcome or those with special needs that may not be well served by the existing transportation system.

Policy 2.1 Information pertaining to the adoption, revision, or amendment of all GVMC Transportation plans shall be available three days prior to the date of the final action with the exception of emergency meetings when less time is allowed under the State of Michigan Open Meetings Act.

Policy 2.2 GVMC Transportation Staff shall inform the public about issues and proposals under their consideration through public meetings, presentations, mailings, press releases, or other techniques during the development of each of the transportation plans, programs, or projects for which GVMC is responsible for.

Policy 2.3 GVMC Transportation Staff will continue to develop and maintain a list of interested citizens and agencies for the purpose of disseminating information about transportation plans, policies, and activities. The list, while all inclusive, will be especially geared to reach those low-income and minority populations that have traditionally been underserved in the transportation planning process.

Policy 2.4 GVMC Transportation Staff shall review the Public Involvement Process as part of the Transportation Improvement Program development which is done on a biannual basis.

Objective 3-Public Input: The solicitation, compilation, and consideration of public input shall be in integral part of the GVMC Transportation decision-making process.

Policy 3.1 GVMC Transportation Staff shall conduct public hearings prior to the adoption of the transportation plan or program for which it is responsible, including the Long Range Transportation Plan, Transportation Improvement Program, or substantive amendments thereof. Notices of such hearings will be distributed through the Interested Citizens/Agencies list as well as the area media.

Policy 3.2 Those plans and program that require extended review periods will allow for written comments to be submitted including the Long Range Transportation Plan, the Transportation Improvement Program, the Public Involvement Plan, and any other plan with extended review periods. All comments will appear as an appendix to the applicable plan or program. GVMC Transportation Staff will notify the public of extended review periods that are required by State or Federal guidelines and specifics regarding how to comment on those plans or programs.

Policy 3.3 Those members of the public wishing to address comments to any GVMC Transportation Committee will be given the opportunity to comment at the regular public meetings of those committees.

Public Involvement Procedures

Public Involvement Plan

The development, adoption, and amendment of GVMC Transportation plans and programs shall be subject to the public involvement plan. The public involvement plan will be monitored and reviewed on a bi-annual basis to evaluate effectiveness. It is hoped that the directives of this plan will result in well attended public meetings, local news coverage of programs, and more public interest in transportation issues within the region. A public comment period of 45 days shall be provided prior to the adoption or amendment of the PIP per federal guidelines.

Outreach

Notices of meetings, descriptions of products, invitation to public hearings will be routinely sent to the following groups:

- Private providers of transportation services
- Traffic agencies
- Ridesharing agencies
- Parking agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Airport and port authorities
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Interested citizens

Organizations representing the interests of:

- The elderly
- Minorities
- Transportation agency employees
- Users of various modes of transportations
- The handicapped
- Economically disadvantaged
- Others underserved by the transportation system

This notification list will be continually examined for inclusiveness and usefulness. A calendar of the regular meeting times will be sent to the organizations on this list as well as to news and media organizations.

Representatives of the Kent County Department of Aeronautics, local units of government, the Interurban Transit Partnership, the Ottawa County Road Commission,

the Kent County Road Commission, and the Michigan Department of Transportation serve on the Technical and Policy Committees.

Open Meetings

The meetings listed under the heading “Regular Meetings” are open for the public to attend. In addition, the meetings of the following committees-

- GVMC Transportation Technical Committee
- GVMC Transportation Policy Committee
- Board of the Grand Valley Metropolitan Council

will provide an opportunity for the public to comment on the items listed in the meeting agenda. Since issues often pass from the Technical Committee to the Policy Committee, there will often be two opportunities to comment on issues. In addition, the Technical Committee has non-voting representation from a regional environmental advocacy group and from the area Chamber of Commerce. The regular meetings of the transportation committees will be announced on an annual basis through a media press release and will be posted on the GVMC Transportation website.

GVMC Transportation Committee meetings usually occur as follows:

Technical Committee 1st Wednesday of the Month 9:30 AM

Policy Committee 3rd Wednesday of the Month 9:30 AM

Grand Valley Metropolitan Board 1st Thursday of the Month 8:30 AM

As stated previously, all meetings are open to the public and provide opportunities for public comment.

Public Involvement in Planning Projects

As particular planning or programming projects arise, a specific public involvement process will be developed by the performing entity that is appropriate for the project. Examples of such projects are: the Long Range Transportation Plan, substantial amendments to that plan, corridor studies, the Transportation Improvement Program (TIP), and major metropolitan transportation investment studies. The public involvement processes for planning or programming projects will include the following specific measures as well as other actions.

A formal public meeting will be held well in advance of the adoption of transportation plans and before the adoption of the TIP. A reasonable period of time will be set aside before the adoption of a plan or the TIP during which the public may comment verbally at the public meeting or in writing to the GVMC offices.

Federal regulations require an investment study of proposed major transportation projects. Before a “Major Transportation Investment Study” is begun, a meeting of relevant public agencies will be held to determine the extent of analysis and agency roles. This meeting or meetings will be open to the public and the public will have an opportunity to comment on the proposed scope of the study.

Public Input and Comment on Important Decisions

Should any of the following groups:

- GVMC Transportation Technical Committee
- GVMC Transportation Policy Committee
- Board of the Grand Valley Metropolitan Council

be about to adopt a major transportation policy or adopt what they consider to be a significant amendment to the Long Range Transportation Plan or the Transportation Improvement Program; than it shall be identified as such and public review and comment will be sought during one of the meetings of the above listed bodies. In some cases, public review and comment may be sought during the transportation forums described above. The record of the public comments and responses will be reviewed by all of the groups which subsequently consider it.

As part of the transportation forums mentioned above, issues facing the committees will be described and comments sought as to the importance of decisions which will be made.

Response to Public Comments

Public comments on plans, on the Transportation Improvement Program, on significant amendments to the Transportation Improvement Program, on proposed Major Transportation Investment Studies, and on key decisions will be summarized and responses will be written by the group receiving the comments. Comments and responses will be kept on file, available for public review and will be made part of the plan, program, or other document as adopted. Summaries of comments and responses will also be given to groups who are required to subsequently review the matter commented on. Responses to comments will be made before decisions are made or plans or programs are adopted. Responses will be made in a timely manner, so that they can be considered during the next phase of the plan or program development.

Availability of Information

GVMC Transportation Staff will make written materials provided to our committees available to the public upon request. When appropriate, a charge may be levied for copies of publications. The charge will cover the cost of producing and if applicable, mailing the materials. All such materials are available for viewing at GVMC offices at no cost.

Public Notification and Participation Procedures

A variety of public notification and participation procedures will be used to encourage the early and continuous involvement of citizens, jurisdictions, communities, and other interests in the planning process and the decisions and actions of the GVMC Transportation Committees. They will include but not be limited to the following:

- Public notices will be used to inform the general public and media of upcoming input opportunities.
- Unless otherwise required by statute, GVMC will publish one paid public notice in a general circulation newspaper citing the details of the meeting at least 7 days prior to that meeting.
- The GVMC Transportation webpage (www.gvmc.org) will include information about GVMC Transportation responsibilities, plans, programs, committees, and meetings. New information is being added to the website continuously.
- Meetings will be held in facilities that are accessible to persons with disabilities.

Staff Presentations

Staff will make presentations to requesting organizations about transportation issues and activities. GVMC will publish and distribute an outline of how the transportation planning process works, listing relevant committees and government bodies.

Accessibility for Disabled Persons

The transportation needs and opinions of those with disabilities will be sought out and the planning process will be made accessible to such persons as per the regulation provided by the American with Disabilities Act of 1990.

Contact GVMC Transportation Division

Those seeking more information can contact GVMC Transportation Division

Office/Mail: 40 Pearl St. NW
Suite 410
Grand Rapids, MI 49503

Phone: (616) 776-3876

Fax: (616) 774-9292

E-mail: dingmanc@gvmc.org

Website: www.gvmc.org

Chapter III Environmental Justice

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

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

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

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

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

Environmental justice areas are designated based on the population of the targeted population group as it compares to the overall population of the entire metropolitan

area. In the case of African-American, Asian/Pacific Islander, Hispanic, Native American, if any census block exceeds the population percentage for that population group throughout the region as a whole, that block is flagged. For low income identification, the same methodology is used as for the other population groups but census block groups are used to identify those populations as that is the format by which the data is provided by the census.

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

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

For more specific analysis, other data sources should be used to verify Census data.

Table 2 - Percent of Minority Populations and Low-Income Populations in the Grand Rapids Metropolitan Area for the Year 2000

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

Source: 2000 U.S. Census of Population

The results using the above methodology identify that 41% of the entire metropolitan area fits one or more of the criteria used for environmental justice.

Environmental Justice Continued

The letter below is an example of the letters that were sent to property owners where there are protected populations based on the Environmental Justice analysis by the Grand Valley Metro Council:

March 22, 2005

Dear Property Owner:

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

Proposed Project:

Monroe Avenue from Frank Street to Palmer Street

Proposed Work:

The existing roadway will be reconstructed in 2006.

This project will be financed in part with federal transportation funds. Because federal funds are being used on this project, we are providing the opportunity for input if you so desire. If you feel the above mentioned transportation project will negatively impact the physical environment or surroundings in your neighborhood, please contact us.

Grand Valley Metro Council
40 Pearl Street, N.W., Suite 410
Grand Rapids, MI 49503
Attn: Chris Dingman, Senior Transportation Planner
Telephone: (616) 776-7669
Fax: (616) 774-9292
E-mail: dingmanc@gvmc.org

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

If you wish to comment and have that comment be included in the 2006-2008 Transportation Improvement Program (TIP) document, you must submit your input by **April 8, 2005**. There will be a meeting to introduce the federally funded TIP projects for the Grand Rapids Area. The list is used to analyze how those projects will impact federal environmental justice areas and the levels of air quality in the area. The meeting will be held:

April 5, 2005, 5:30 PM at the Wyoming Public Library, 3350 Michael Avenue

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

Thank you and have a nice day.

Environmental Justice Continued

Table 3 shows the actual TIP projects flagged by the GVMC Environmental Justice analysis:

FY2006 - 2008 ENVIRONMENTAL JUSTICE PROJECTS

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	EJ PROJECT?
Lake Drive	Plymouth to Bagley	Reconstruct Existing	East Grand Rapids	Yes
Wealthy Street	West City Limits to Plymouth	Resurface	East Grand Rapids	Yes
Division Avenue	Burton to Crofton	Reconstruct Existing	Grand Rapids	Yes
Hall Street	12' E of Cl of Buchanan to 22' W of Cl of Division	Reconstruct	Grand Rapids	Yes
Ottawa Avenue	Michigan to Mason	Resurfacing	Grand Rapids	Yes
Monroe Avenue	194' North of Frank Street to North of Palmer Street	Reconstruct	Grand Rapids	Yes
Cherry Street	CL of Jefferson to CL of Prospect	Reconstruct	Grand Rapids	Yes
Knapp Street	Wyndham Hill Drive to East City Limits	Widen 2 to 4 lanes	Grand Rapids	Yes
Wealthy Street	26' E of CL of Division to 26' E of CL of Lafayette	Reconstruct	Grand Rapids	Yes
Fuller Avenue	Franklin St to 19' S of CL of Wealthy	Reconstruct	Grand Rapids	Yes
Prairie Parkway	Ivanrest to Wentworth	Resurfacing	Grandville	Yes
Ivanrest Avenue	28th to Chicago Drive	Resurfacing	Grandville	Yes
Prairie Parkway	Wilson Avenue to Wallace Street	Resurface	Grandville	Yes
Division Avenue	60th to 68th St.	Reconstruct & Widen to 5 Lns	KCRC	Yes
28th Street	Kraft To Cascade	Rotomill/resurfacing	KCRC	Yes
Division Avenue	68th St to 76th St	Reconstruct & Widen to 5 Lns	KCRC	Yes
West River Drive	Samrick Ave to Jupiter Ave	Reconstruct & Widen to 5 Lns	KCRC	Yes
68th Street	Division Ave to Kalamazoo	Resurface	KCRC	Yes
Northland Drive	13 Mile Rd to 14 Mile Rd (M-57)	Reconstruct & Widen to 5 Lns	KCRC	Yes
10 Mile Road	2700' West of Wolven to Childsdale Ave	Reconstruct & Widen to 5 Lns	KCRC	Yes
Fuller Avenue	19' N. of CL of Wealthy to 33' S. of CL Lake Dr.	Rotomill/resurfacing	KCRC in Cities	Yes
East Paris Avenue	52nd Street to 60th Street	Reconstruct	Kentwood	Yes
East Paris Avenue	36th Street to Swank Drive	Reconstruct & Widen to 4 Lanes	Kentwood	Yes
Kalamazoo Avenue	60th Street to 52nd Street	Reconstruct & Widen to 5 Lns	Kentwood/KCRC	Yes
I-96	16th Avenue East to Bristol Avne	Major Rehabilitation	MDOT	Yes
US-131/I-296	ANN ST NORTH TO TO NORTH PARK ST.	RECONSTRUCTION+ NB W/M LANE	MDOT	Yes
M-11	EAST OF DIVISION AVE. TO WEST OF KALAMAZOO AVE.	REHABILITATION	MDOT	Yes
M-11	WEST OF US-131 EAST TO WEST OF DIVISION AVE.	RECONSTRUCTION	MDOT	Yes
Main Street	60' N. CL of Courtland to 40' W. CL of Northland	Reconstruct Existing	Rockford	Yes
Madison Avenue	32nd to 28th	Rotomill/resurfacing	Wyoming	Yes
Wilson Avenue	52nd Street North 1400'	Widen to 4 Lanes with Median	Wyoming	Yes
44th Street	Clyde Park to 500' West	Widen to 6 Lanes	Wyoming	Yes

Chapter IV Air Quality Conformity

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

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

Air Quality Assessment Criteria

The Transportation plan conformity determination finding was made in compliance with all applicable conformity requirements. The Transportation plan satisfies the following conformity criteria and procedures set forth in the USEPA's Transportation Conformity Rule:

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

Background

The following documentation describes the best practices available for the travel demand estimation and analysis in Kent and Ottawa Counties. The Grand Valley Metropolitan Council (GVMC) and the Macatawa Area Coordinating Council (MACC) have approved socioeconomic data for 2000, 2002, 2005, 2009, 2015, 2025 and 2030. These data are the basis for forecasting travel demand in the respective study areas,

which in turn generates the inputs required for air quality conformity analysis. These inputs are the amount of travel expressed as vehicle miles of travel (VMT) and average speed by National Functional Classification (NFC) or a combination of similar functional classified facilities grouped together to address the new Mobile 6 model input data structure. One of the latest travel demand forecasting technologies available, the TransCad model has been used in all urban area travel demand forecasting efforts. However, air quality conformity analysis must be performed on a county wide basis, and the urban area travel demand forecast models cover all of Kent and portion of Ottawa Counties. Procedures must therefore be employed to estimate VMT and speed for the portion of Ottawa County which is not covered by a travel demand model.

The VMT and speed data generated by the TransCad model for the GVMC and MACC areas, and county wide Highway Performance Monitoring System (HPMS) VMT figures provide the basis for the estimation of present and future VMT and speeds by NFC for the entire counties. The air quality conformity analysis performed for the 2030 Long Range Transportation Plan includes the following assumptions:

- 1- Emission budget for VOC of 64 tons/day or 58,058.5 Kg/day based on MOBILE5
- 2- Emission budget for NOx of 61 tons/day or 55,337.0 Kg/day based on MOBILE5
- 3- Emission budget for VOC of 48.8 tons/day or 44,247.9 Kg/day based on Mobile 6
- 4- Emission budget for NOx of 58.3 tons/day or 52,899.0 Kg/day based on Mobile 6
- 5- Projects are included in year 2009, 2015, 2025, or 2030 depending when they could be built, and open to traffic.
- 6- Include off model credits from 1995-2000 approved CMAQ projects and Transit fleet turnover.
- 7- No Inspection/Maintenance (I/M) program.

Modeling Procedures

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

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

The trip generation model uses a combination of local and QRS (NCHRP 187) trip generation rates. The trip generation variables used in the model are Dwelling units, Retail Employment, and Non-retail Employment. The trip distribution model uses the standard model to estimate origin/destination tables. It also uses Friction Factors for trip attractiveness. The mode choice model is a single mode model. It uses vehicle occupancy rate to estimate vehicle trips on the network. Transit trips are estimated separately using different post processing methods. The trip assignment model uses two different techniques, all-or- nothing and capacity restrained algorithms. The model

was calibrated according to the strict calibration standards used by MDOT and suggested by FHWA. The model includes 783 traffic analysis zones and 11,644 roadway links. The network is coded to output information based on area type, facility type, number of lanes, speeds, national functional classification, capacity, street names, and vehicle assignment. The MACC has a similar model which was developed and calibrated by the Michigan Department of Transportation (MDOT).

Model Data

The modeled VMT and speeds for the portions of each study area within Kent and Ottawa Counties are summarized in Tables 1 thru 12. The overall modeled speed by NFC is determined by dividing total VMT by total VHT generated by the travel demand models.

Table 4 Kent County Year 2002 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2002
2002	2000 VMT	2000 VMT	2002 VMT	2002 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	629,657	631,614	56.25
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,620,639	2,132,114	34.87
Urban Interstate/Freeway	3,353,463	4,493,660	4,332,637	3,242,300	53.88
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	9,839,788	8,957,407	30.44
TOTALS	14,101,872	16,384,234	17,422,721	14,963,436	

Table 5 Kent County Year 2005 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2005
2005	2000 VMT	2000 VMT	2005 VMT	2005 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	647,533	650,050	55.99
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,677,216	2,180,461	34.74
Urban Interstate/Freeway	3,353,463	4,493,660	4,576,638	3,434,352	54.12
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	9,932,918	9,003,947	30.09
TOTALS	14,101,872	16,384,234	17,834,306	15,268,811	

Table 6 Kent County Year 2009 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2009
2009	2000 VMT	2000 VMT	2009 VMT	2009 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	671,368	674,631	54.95
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,752,652	2,244,925	33.67
Urban Interstate/Freeway	3,353,463	4,493,660	4,901,973	3,690,422	48.45
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,057,092	9,066,000	30.19
TOTALS	14,101,872	16,384,234	18,383,085	15,675,977	

Table 7 Kent County Year 2015 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2015
2015	2000 VMT	2000 VMT	2015 VMT	2015 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	686,877	689,634	54.15
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,895,467	2,361,159	33.33
Urban Interstate/Freeway	3,353,463	4,493,660	4,982,315	3,751,887	52.45
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,719,886	9,620,507	29.46
TOTALS	14,101,872	16,384,234	19,284,545	16,423,187	

Table 8 Kent County Year 2025 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	716,796	719,278	54.10
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	3,161,560	2,573,330	33.15
Urban Interstate/Freeway	3,353,463	4,493,660	5,212,536	3,925,574	52.40
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	11,575,514	10,337,957	29.29
TOTALS	14,101,872	16,384,234	20,666,406	17,556,138	

Table 9 Kent County Year 2030 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2030
2030	2000 VMT	2000 VMT	2030 VMT	2030 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	739,658	741,055	54.00
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	3,298,906	2,693,794	32.83
Urban Interstate/Freeway	3,353,463	4,493,660	5,345,343	4,031,158	52.20
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	12,191,566	10,904,258	28.84
TOTALS	14,101,872	16,384,234	21,575,473	18,370,265	

Table 10 Ottawa County Year 2002 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2002
2002	2000 VMT	2000 VMT	2002 VMT	2002 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,211,502	1,211,502	67.00
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	994,959	994,959	32.62
Urban Interstate/Freeway	376,165	414,156	351,306	351,306	49.01
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,814,935	2,814,935	32.41
TOTALS	5,137,707	4,281,417	5,372,702	5,372,702	

Table 11 Ottawa County Year 2005 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2005
2005	2000 VMT	2000 VMT	2005 VMT	2005 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,267,931	1,267,931	63.56
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,025,744	1,025,744	45.16
Urban Interstate/Freeway	376,165	414,156	382,743	382,743	61.04
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,882,324	2,882,324	33.61
TOTALS	5,137,707	4,281,417	5,558,742	5,558,742	

Table 12 Ottawa County Year 2009 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2009
2009	2000 VMT	2000 VMT	2009 VMT	2009 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,343,169	1,343,169	63.70
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,066,791	1,066,791	44.90
Urban Interstate/Freeway	376,165	414,156	424,659	424,659	57.95
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,972,177	2,972,177	33.85
TOTALS	5,137,707	4,281,417	5,806,796	5,806,796	

Table 13 Ottawa County Year 2015 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2015
2015	2000 VMT	2000 VMT	2015 VMT	2015 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,469,732	1,469,732	63.70
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,162,066	1,162,066	44.33
Urban Interstate/Freeway	376,165	414,156	436,912	436,912	59.90
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,187,429	3,187,429	35.68
TOTALS	5,137,707	4,281,417	6,256,139	6,256,139	

Table 14 Ottawa County Year 2025 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,653,972	1,653,972	62.75
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,330,300	1,330,300	42.78
Urban Interstate/Freeway	376,165	414,156	464,204	464,204	63.85
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,443,047	3,443,047	33.90
TOTALS	5,137,707	4,281,417	6,891,523	6,891,523	

Table 15 Ottawa County Year 2030 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2030
2030	2000 VMT	2000 VMT	2030 VMT	2030 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,753,193	1,753,193	62.05
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,412,764	1,412,764	41.90
Urban Interstate/Freeway	376,165	414,156	481,934	481,934	63.70
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,591,950	3,591,950	32.88
TOTALS	5,137,707	4,281,417	7,239,841	7,239,841	

Highway Performance Monitoring System (HPMS) Data

HPMS data provides statistically valid estimates of 2000 VMT for the entire Kent and Ottawa counties, stratified by NFC. Between 1990 and 2000, the NFC coding used to tabulate HPMS data changed due to the expanding urban boundaries of the urbanized areas. To maintain consistency between HPMS and modeled VMT, and among the milestone years, the 2000 HPMS VMT distribution was normalized to 2002, 2005, 2009, 2015, 2025, and 2030 distribution among the functional classes. Thus, the 2000 total HPMS VMT remained the same while the distribution changed to reflect what it would have been had the 2000 NFC coding been identical in the model. Shown in Tables 1 thru 10 are the original 2000 HPMS VMT estimates for Kent and Ottawa Counties.

Rural (Donut) VMT

Since only portions of Ottawa County is covered by an urban travel demand model, the VMT for the modeled areas is subtracted from total 'donut' HPMS VMT to determine the magnitude of the county-wide VMT outside of the modeled areas. This is referred to as the 2000 "non-urban model" rural VMT.

The VMT by NFC for the non-urban model rural portion of each county is estimated by the statewide model. The 2000 model VMT is expanded to the 2000 HPMS VMT, and the expansion factors are applied to all future years. This process is employed as the statewide model network does not represent all links, and the VMT estimates it provides are only for the incorporated links. Local roads are not incorporated into the statewide model, so HPMS figures are used as a default. Growth for those functional classes is assumed to parallel growth on collectors, and future year VMT figures are calculated accordingly.

The VMT for the non-urban portion of the urban model, and the expanded statewide VMT are then combined to represent all non-urbanized area VMT.

Since only a portion of Ottawa County is covered by the urban travel demand models, the VMT for the modeled areas is subtracted from total 2000 factored HPMS VMT to determine the magnitude of county wide VMT not accounted for by the models.

Growth factors for the analysis years 2002, 2005, 2009, 2015, 2025, and 2030 are calculated based on the modeled growth in VMT on the rural links contained within the urban models. The growth factors represent the compound nature of VMT growth, since the socioeconomic forecasts which drive the VMT forecasts have been developed using compound growth formulas.

Reviews of local area and statewide statistics have indicated that VMT growth in rural areas is approximately half that of urbanized areas, so the calculated growth factors are halved. The calculated, adjusted growth factors are applied to the 2000 un-modeled rural VMT to estimate 2002, 2005, 2009, 2015, 2025, and 2030 un-modeled rural VMT. Where the modeled VMT exceeds the HPMS VMT, the growth rates are applied to this difference, so the appropriate amount of VMT will be subtracted from the modeled VMT for the future years.

Modeled VMT

The modeled urban VMT from the GVMC and MACC models is combined and compared to the urbanized area 2000 HPMS VMT for each urban functional class. Adjustment factors are calculated for each urban NFC to fit the modeled VMT estimate to the HPMS VMT estimate. The adjustment factors are then applied to all forecast years to appropriately scale the forecasts.

The modeled urban VMT from the GVMC and MACC models is combined, and compared to the factored 2000 HPMS VMT for each urban functional class. In several instances, the 2000 modeled VMT estimate for a particular urban NFC exceeds the 2000 factored HPMS VMT estimate for the same class. In other cases, the modeled urban VMT estimate is lower than the HPMS estimate. Adjustment factors are calculated for each urban NFC to "fit" the modeled VMT estimate to the HPMS VMT estimate. These factors are then applied to all forecast years to appropriately scale the forecasts.

Methodology to Scale Total Model VMT to HPMS VMT

This new process will be used for all non-attainment areas, and each county within a non-attainment area will be analyzed separately. HPMS data by NFC by county for the base year (calibrated year) of the travel demand model or models is obtained. The VMT by NFC from the urban model or urban models base year and the VMT from the statewide model are added together. This provides a "county-wide" travel demand model VMT by NFC for the base year. The combination of models being aggregated vary from a county covered by two urban travel demand models and the statewide model to a rural county only covered by the statewide model. Then, the base year HPMS VMT by NFC is divided by the base year "county-wide" travel demand model VMT for corresponding NFC. These divisions produce ratios, proportions, or "factors" for

each NFC. For each conformity analysis year, these factors are multiplied to each travel demand model's VMT to produce a scaled VMT by NFC. For each year, the scaled travel demand model's VMT by NFC are aggregated to a "county-wide" total. Thus the VMT is aggregated so each NFC has a county-wide total. Then the scaled VMT by NFC are collapsed into four groups, to meet the requirements of MOBILE6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. This is done for all interim and future analysis years. To get scaled VHT (vehicle hours of travel) the factors developed above are applied to each travel demand model's VHT by NFC. The process follows the same steps and arrives at VHT by NFC collapsed into four groups. Next, to arrive at a speed, each individual group VMT is divided by the corresponding VHT. Thus, achieving the variables needed to express demand for travel within a county, VMT and speed, as required for input into MOBILE6.2.

For the rural links contained within each urban travel demand model, speeds are based on the urban models. The speeds for the non-urban model rural portion of each county are based on the statewide model. The speeds from the urban and statewide models are weighted by VMT and averaged to provide one speed per NFC. As local roads are not incorporated in the statewide model network, the speeds for these classes are estimated as the average of the speeds generated by all of the small urban area models.

The speeds on un-modeled rural links are assumed to be the same as the speeds on modeled rural links. In addition, these speeds in rural Ottawa County are assumed to be constant over time, as substantial excess capacity generally exists on rural roads. The VMT for all rural links is combined, as well as the VHT. Dividing the total VMT by total VHT provides the total rural link speed estimates. Average speed for each urban NFC is calculated by dividing the total VMT by the total VHT for that NFC.

Conformity Analysis

GVMC staff combined estimates of VMT and Speed from the Kent and Ottawa Counties to use with the emissions output from MOBILE6.2. The conformity is performed using the MOBILE6.2 program. MOBILE6.2 is a computer program that estimates volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NOx) emission factors for gasoline-fueled and diesel highway motor vehicles. The model was developed by the United States Environmental Protection Agency (USEPA).

MOBILE6.2 calculates emission factors for eight individual vehicle types in two regions of the country. MOBILE6 emission factor estimates depend on various conditions such as ambient temperatures, average travel speed, operating modes, fuel volatility, and mileage accrual rates. Many of the variables affecting vehicle emissions can be specified by the user. The analyses cover 2002, 2005, 2007, 2009, 2015, 2025, and 2030. The emissions analysis for year 2007 was interpolated from years 2005 and 2009 MOBILE6.2 output per our agreement with EPA and FHWA. The analysis is based on comparing the total emissions from the Long Range Transportation Plan and the Transportation Improvement Program projects to the official emission budget in the SIP

and a calculated budget by Mobile6.2 and the analysis does not include an I/M Program. Tables 11 thru 18 reflect the emissions of VOC and NOx with the implementation of projects included in the Long Range Transportation Plan and the Transportation Improvement Program.

Table 16 Kent Year 2002, 2005, 2007, 2009, 2015, 2025 & 2030 VOC & NOX Emissions

Functional Classification	Budget Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,001.01	1,959.28
Rural Major & Minor Arterial/Collector/Local Street	2002	3,816.35	5,037.03
Urban Interstate/Freeway	2002	5,242.48	9,933.93
Urban Principal & Minor Arterial/Collector/Local Street	2002	16,856.48	21,387.17
TOTALS		26,916.317	38,317.411
Functional Classification			
	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2005	766.92	1,581.65
Rural Major & Minor Arterial/Collector/Local Street	2005	2,894.71	4,320.39
Urban Interstate/Freeway	2005	4,020.99	7,904.62
Urban Principal & Minor Arterial/Collector/Local Street	2005	12,573.91	17,906.68
TOTALS		20,256.543	31,713.336
Functional Classification			
	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2007	665.992	1,328.624
Rural Major & Minor Arterial/Collector/Local Street	2007	2,519.197	3,610.689
Urban Interstate/Freeway	2007	3,615.216	6,701.020
Urban Principal & Minor Arterial/Collector/Local Street	2007	10,780.899	14,861.596
TOTALS		17,581.304	26,501.928
Functional Classification			
	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2009	565.061	1,075.597

Rural Major & Minor Arterial/Collector/Local Street	2009	2,143.679	2,900.989
Urban Interstate/Freeway	2009	3,209.440	5,497.420
Urban Principal & Minor Arterial/Collector/Local Street	2009	8,987.887	11,816.515
TOTALS		14,906.066	21,290.521
Functional		VOC	Nox
Classification	Year	Kg/Day	Kg/Day
Rural Interstate/Freeway	2015	377.702	563.986
Rural Major & Minor Arterial/Collector/Local Street	2015	1,458.144	1,631.734
Urban Interstate/Freeway	2015	2,077.350	3,065.565
Urban Principal & Minor Arterial/Collector/Local Street	2015	6,181.531	6,729.036
TOTALS		10,094.727	11,990.323
Functional		VOC	Nox
Classification	Year	Kg/Day	Kg/Day
Rural Interstate/Freeway	2025	257.403	298.279
Rural Major & Minor Arterial/Collector/Local Street	2025	1,057.223	959.539
Urban Interstate/Freeway	2025	1,422.626	1,637.047
Urban Principal & Minor Arterial/Collector/Local Street	2025	4,451.199	3,917.496
TOTALS		7,188.451	6,812.360
Functional		VOC	Nox
Classification	Year	Kg/Day	Kg/Day
Rural Interstate/Freeway	2030	257.102	263.596
Rural Major & Minor Arterial/Collector/Local Street	2030	1,079.460	879.061
Urban Interstate/Freeway	2030	1,416.986	1,443.360
Urban Principal & Minor Arterial/Collector/Local Street	2030	4,589.764	3,630.240
TOTALS		7,343.312	6,216.257

Table 17 Ottawa Year 2002, 2005, 2007, 2009, 2015, 2025 & 2030 VOC & NOX Emissions

Functional Classification	Budget Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,869.349	4,377.663
Rural Major & Minor Arterial/Collector/Local Street	2002	1,824.472	2,362.510
Urban Interstate/Freeway	2002	581.253	1,004.353
Urban Principal & Minor Arterial/Collector/Local Street	2002	5,173.366	6,687.018
TOTALS		9,448.440	14,431.544
2005			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2005	1,430.485	3,477.083
Rural Major & Minor Arterial/Collector/Local Street	2005	1,264.787	2,003.618
Urban Interstate/Freeway	2005	435.522	991.917
Urban Principal & Minor Arterial/Collector/Local Street	2005	3,869.994	5,346.882
TOTALS		7,000.787	11,819.499
2007			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2007	1,261.024	3,009.651
Rural Major & Minor Arterial/Collector/Local Street	2007	1,103.996	1,725.262
Urban Interstate/Freeway	2007	394.606	872.724
Urban Principal & Minor Arterial/Collector/Local Street	2007	3,351.274	4,592.986
TOTALS		6,110.900	10,200.622
2009			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2009	1,091.564	2,542.219

Rural Major & Minor Arterial/Collector/Local Street	2009	943.206	1,446.906
Urban Interstate/Freeway	2009	353.690	753.532
Urban Principal & Minor Arterial/Collector/Local Street	2009	2,832.554	3,839.089
TOTALS		5,221.013	8,581.746
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2015	785.118	1,403.108
Rural Major & Minor Arterial/Collector/Local Street	2015	667.177	834.160
Urban Interstate/Freeway	2015	237.069	411.368
Urban Principal & Minor Arterial/Collector/Local Street	2015	1,928.195	2,199.417
TOTALS		3,617.559	4,848.052
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2025	578.722	756.390
Rural Major & Minor Arterial/Collector/Local Street	2025	506.374	507.063
Urban Interstate/Freeway	2025	164.710	216.450
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,403.771	1,280.902
TOTALS		2,653.577	2,760.804
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2030	595.009	674.016
Rural Major & Minor Arterial/Collector/Local Street	2030	524.767	467.646
Urban Interstate/Freeway	2030	165.676	190.066
Urban Principal & Minor Arterial/Collector/Local Street	2030	1,436.223	1,166.295
TOTALS		2,721.675	2,498.024

Table 18 Conformity Analysis Total Results Ton/Day (MOBILE5 Budget)

	Total VOC	Total NOx	VOC	NOx			VOC Emission	Nox Emission
	Before Credit	Before Credit	Credits	Credits	Adjusted VOC	Adjusted NOx	MOBILE5 Budget	MOBILE5 Budget
Model Year	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002 W/O IM	40.086	58.147	-0.19	-0.17	39.90	57.98	64	61
2005 W/O IM	30.047	47.988	-0.19	-0.17	29.86	47.82	64	61
2007 W/O IM	26.117	40.459	-0.19	-0.17	25.93	40.29	64	61
2009 W/O IM	22.187	32.929	-0.19	-0.17	22.00	32.76	64	61
2015 W/O IM	15.116	18.562	-0.19	-0.17	14.93	18.39	64	61
2025 W/O IM	10.849	10.553	-0.19	-0.17	10.66	10.38	64	61
2030 W/O IM	11.095	9.606	-0.19	-0.17	10.91	9.44	64	61

Table 19 Conformity Analysis Total Results Kg/Day (MOBILE5 Budget)

	Total VOC	Total NOx	VOC	NOx			VOC Emission	Nox Emission
	Before Credit	Before Credit	Credits	Credits	Adjusted VOC	Adjusted NOx	MOBILE5 Budget	MOBILE5 Budget
Model Year	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day
2002 W/O IM	36,364.756	52,748.955	-168.73	-154.22	36,196.03	52,594.74	58,058.50	55,337.00
2005 W/O IM	27,257.330	43,532.835	-168.73	-154.22	27,088.60	43,378.61	58,058.50	55,337.00
2007 W/O IM	23,692.204	36,702.550	-168.73	-154.22	23,523.47	36,548.33	58,058.50	55,337.00
2009 W/O IM	20,127.079	29,872.266	-168.73	-154.22	19,958.35	29,718.05	58,058.50	55,337.00
2015 W/O IM	13,712.286	16,838.375	-168.73	-154.22	13,543.56	16,684.15	58,058.50	55,337.00
2025 W/O IM	9,842.029	9,573.165	-168.73	-154.22	9,673.30	9,418.94	58,058.50	55,337.00
2030 W/O IM	10,064.986	8,714.281	-168.73	-154.22	9,896.26	8,560.06	58,058.50	55,337.00

Table 20 Conformity Analysis Total Results Ton/Day (Mobile 6 Budget)

	Total VOC	Total NOx	VOC	NOx			VOC Emission	Nox Emission
	Before Credit	Before Credit	Credits	Credits	Adjusted VOC	Adjusted NOx	MOBILE6.2 Budget	MOBILE6.2 Budget
Model Year	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002 W/O IM	40.086	58.147	-0.19	-0.17	39.90	57.98	48.80	58.30
2005 W/O IM	30.047	47.988	-0.19	-0.17	29.86	47.82	48.80	58.30
2007 W/O IM	26.117	40.459	-0.19	-0.17	25.93	40.29	48.80	58.30
2009 W/O IM	22.187	32.929	-0.19	-0.17	22.00	32.76	48.80	58.30
2015 W/O IM	15.116	18.562	-0.19	-0.17	14.93	18.39	48.80	58.30
2025 W/O IM	10.849	10.553	-0.19	-0.17	10.66	10.38	48.80	58.30
2030 W/O IM	11.095	9.606	-0.19	-0.17	10.91	9.44	48.80	58.30

Table 21 Conformity Analysis Total Results Kg/Day (Mobile 6 Budget)

	Total VOC	Total NOx	VOC	NOx			VOC Emission	Nox Emission
	Before Credit	Before Credit	Credits	Credits	Adjusted VOC	Adjusted NOx	MOBILE6.2 Budget	MOBILE6.2 Budget
Model Year	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day
2002 W/O IM	36,364.756	52,748.955	-168.73	-154.22	36,196.03	52,594.74	44,247.90	52,899.00
2005 W/O IM	27,257.330	43,532.835	-168.73	-154.22	27,088.60	43,378.61	44,247.90	52,899.00
2007 W/O IM	23,692.204	36,702.550	-168.73	-154.22	23,523.47	36,548.33	44,247.90	52,899.00
2009 W/O IM	20,127.079	29,872.266	-168.73	-154.22	19,958.35	29,718.05	44,247.90	52,899.00
2015 W/O IM	13,712.286	16,838.375	-168.73	-154.22	13,543.56	16,684.15	44,247.90	52,899.00
2025 W/O IM	9,842.029	9,573.165	-168.73	-154.22	9,673.30	9,418.94	44,247.90	52,899.00
2030 W/O IM	10,064.986	8,714.281	-168.73	-154.22	9,896.26	8,560.06	44,247.90	52,899.00

Conclusion

Tables 16 thru 21 clearly indicate that implementing the Transportation Improvement Program and the Long Range Transportation Plan projects will result in lower emissions than the emission budgets from MOBILE5 and 6. Consequently, the Grand Valley Metro Council and the Macatawa Area Coordinating Council's 2006-2008 TIP and 2030 LRTP complies with the transportation plan conformity criteria contained in the USDOT/USEPA Conformity Guidance, and therefore meet the requirement of the CAAA and related TEA-21 provisions.

Chapter V Project Selection

The process used by the TIP Committee to develop this list of projects has changed dramatically from those used in past years.

In an effort to clearly define and document the process by which projects are programmed into the TIP, staff at the GVMC outlined before the TIP Committee the three processes (local jurisdictions, MDOT and ITP) by which a project evolves from the preliminary stages to being programmed into a TIP (see appendices I, J & K). From this effort the TIP Committee met on several occasions throughout 2002 to develop one document to be used as a guide for programming projects by all entities. This guide named; "Policies For Programming Projects" lays out procedures that conform to the revised planning process and attempts to unify the three processes to one. This document also employs a guide for programming projects that lead to relieving roadway congestion deficiencies, pavement condition deficiencies, improving transit, and developing improved non-motorized facilities in the area (see appendix L). Although this document has not been fully approved by the GVMC many of the policies and practices were used in the development of the FY2006 – 2008 TIP.

Staff applied these policies/practices to information gleaned from the Congestion Management (CMS) and Pavement Management (PaMS) Systems (see appendix G). This effort produced a list of facilities in need of either congestion relief or pavement condition improvements. Staffs from each local jurisdiction were then asked to develop a list of projects from this list that could be implemented by the year 2008. These potential projects were collected by staff and a "pool" of projects was developed (see page 43). Using this approach, it can be assured that all of the projects programmed in the FY2006-2008 TIP will improve an identified transportation system deficiency.

On December 13th, the TIP Committee met and began the process of programming projects using as a guide the document, "Policies/Practices For Programming Projects", developed in the previous meetings. The result of that programming effort is reflected in the attached proposed FY2006-2008 Projects List. The list comprise all of the projects recommended (Local, ITP, and MDOT) by the Technical and Policy Committees for inclusion in the FY2006-2008 Transportation Improvement Program.

As part of the finalization of the TIP development process the FY2006 – 2008 TIP an air quality analysis is performed on the Transportation Improvement Program (TIP) in order to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration and the Environmental Protection Agency require that the implementation of projects in the TIP and the LRTP does not result in mobile source emissions greater than the current emission budget assigned for the Grand Rapids Metro Area in the State Implementation Plan (SIP). Chapter IV (pages 24-40) describes the analysis that was done along with 18 table's showing the results of the analysis.

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

must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of table 1 (page 5) is to demonstrate financial constraint. The table compares estimated revenues and expenditures by funding source and indicates how much revenue total it is estimated will be available each year from federal state and local sources.

In regards to Environmental Justice, GVMC, after consultation with MDOT and Federal Highway Administration (FHWA) officials, has chosen to address environmental justice by identifying ethnicity, low income and those areas with concentrations of traditionally under-served populations. Chapter IV (page 18) further explains how staff accomplished the task of Environmental Justice analysis.

Pavement Management System Eligible Project Segments

	Street Name	From	To	Political Jurisdiction	Maint. Jurisdiction	Lanes	Length	Width (ft)	PCI
1	36TH STREET	218' E OF CL NB BROADMOOR	CL RAIL ROAD TRACK	Kentwood	Kentwood	2	0.29	24	16
2	PRAIRIE STREET	25' E OF CL IVANREST	16' E OF CL WENTWORTH	Grandville	Grandville	3	0.48	36	17
3	COLLEGE AVE	17' N OF CL FOUNTAIN ST	77' S OF CL MICHIGAN AVE	Grand Rapids	Grand Rapids	2	0.32	27	18
4	36TH STREET	259' E OF CL SHAFFER AVE	203' W OF SB BROADMOOR AV	Kentwood	Kentwood	2	0.44	22	19
5	MADISON AVENUE	417'N. OF CL OF 32ND ST.	CL OF 28TH ST.	Wyoming	Wyoming	4	0.42	40	20
6	PATTERSON AVENUE	348'N. OF THE CL OF 60TH	110'W. OF CL OF BROADMOOR	KCRC in Cities	KCRC	2	0.16	24	20
7	LAKE DRIVE	CL OF FULLER AVE	CL CARLTON	Grand Rapids	Grand Rapids	2	0.18	42	21
8	KNAPP STREET	26'E. OF CL OF PLAINFIELD	52'W. OF CL OF FULLER	Grand Rapids	Grand Rapids	2	0.83	36	22
9	BRIDGE STREET	6; N LAKE MICHIGAN DRIVE	CL COVELL	Grand Rapids	Grand Rapids	3	0.08	35	23
10	WILSON AVENUE	196'N. OF CL OF 56TH ST.	50'S OF CL OF 52ND ST.	Wyoming	Wyoming	2	0.45	22	23
11	KRAFT AVENUE	12' S. OF CL 52ND ST	21' N OF CL 60TH ST	Cascade Twp	KCRC	2	1.00	24	24
12	MICHIGAN STREET	CL PLYMOUTH	344' OF CL LITTLEFIELD DR	Grand Rapids	Grand Rapids	2	1.21	34	25
13	11 MILE ROAD	12' E OF CL ALGOMA AVE	11 MILE/EDGORTON RD SIGN	Algoma Twp	KCRC	2	0.69	22	26
14	52ND STREET	12' W. OF CL PRATT LAKE	12' W. OF CL MONTCALM	Lowell Twp	KCRC	2	1.01	22	26
15	52ND STREET	380' E OF DIVISION	194' N OF CL OF EASTERN	Kentwood	Kentwood	3	0.77	30	26
16	DIVISION AVENUE	CL BURTON ST	18' S OF CL CROFTON	Grand Rapids	Grand Rapids	4	0.50	46	27
17	FRUIT RIDGE AVENUE	N. OF CL OF M37	10'S. OF CL OF BALL CREEK	Tyrone Twp	KCRC	2	0.33	22	27
18	FULLER AVENUE	19' N OF CL WEALTHY	33' S OF CL LAKE DRIVE	Grand Rapids	GR/KCRC Turnback	2	0.20	38	27
19	BUTTERWORTH DRIVE	WALKER/GRAND RAPID BOUNDARY	1176' E OF CITY LIMIT	Grand Rapids	Grand Rapids	2	0.22	22	28
20	BYRON CENTER AVENUE	N OF 64TH STREET	2338' N OF 64TH	Byron Twp	KCRC	2	0.44	22	28
21	EASTERN AVENUE	30' N OF CL 44TH ST	CL 40TH ST (E)	Grand Rapids	Grand Rapids	5	0.51	60	28
22	KALAMAZOO AVENUE	490' N OF CL OF 60TH ST	52 ST CL	KCRC in Cities	KCRC	4	0.90	44	28
23	PATTERSON AVENUE	40'N. OF CL OF 28TH ST.	154'S. OF CL OF BURTON	KCRC in Cities	KCRC	5	0.46	59	28
24	RICHMOND STREET	OAKLEIGH TURN OFF	20' W OF CL WALKER	Grand Rapids	Grand Rapids	2	0.58	24	28
25	CHERRY VALLEY AVENUE	CL 76TH	12' S. OF CL 68TH	Caledonia Twp	KCRC	2	1.00	20	29
26	LAFAYETTE AVENUE	20' N OF CL LEONARD ST	22' E OF CL PLAINFIELD	Grand Rapids	Grand Rapids	2	0.42	36	29
27	21 MILE ROAD	E. OF PINE LAKE	10' E. OF CL TISDEL	Nelson Twp	KCRC	2	1.00	22	30
28	29TH STREET	400' E LAKE EASTBROOK	37' W. OF CL EAST PARIS	Kentwood	Kentwood	4	0.25	40	30
29	44TH STREET	35'E. OF CL OF DIVISION	CL OF EASTERN AVE	KCRC in Cities	KCRC	4	0.96	44	30
30	76TH STREET	2252 E. OF CL EASTERN	12' W. OF CL KALAMAZOO	Gaines Twp	KCRC	2	0.57	20	30
31	COVELL AVENUE	CL SEVENTH ST	32' S OF CL LEONARD	Grand Rapids	Grand Rapids	2	0.50	40	30
32	DIVISION AVENUE	18' S OF CL CROFTON	52' N OF CL FRANKLIN	Grand Rapids	Grand Rapids	4	0.98	52	30
33	LYON STREET	CL DIVISION	14' W OF CL COLLEGE	Grand Rapids	Grand Rapids	2	0.55	48	30
34	PATTERSON AVENUE	53' N.OF CL 84TH	51' S.OF CL 76TH	Caledonia Twp	KCRC	2	0.98	22	30
35	SCHOOL STREET	N.OF JOHNSON	197' N.OF JOHNSON	Village of Caledonia	Village of Caledonia	2	0.04	32	30
36	DIVISION AVENUE	32' N OF CL 28TH ST	CL BURTON	Grand Rapids	Grand Rapids	4	1.00	48	31
37	LEONARD STREET	31' W OF CL CARPENTER	CL OF OAKLEIGH	Grand Rapids	GR/KCRC Turnback	4	0.39	40	31
38	WEALTHY STREET	26'E. OF CL OF LAFAYETTE	CL EASTERN	Grand Rapids	Grand Rapids	2	0.63	40	31
39	100TH STREET	CL PATTERSON	CL KRAFT	Caledonia Twp	KCRC	2	1.04	24	32
40	29TH STREET	605'E. OF CL OF BROADMOOR	500' W. LAKE EASTBROOK	Kentwood	Kentwood	4	0.21	40	32
41	KALAMAZOO AVENUE	CL OF 52 ST	939' S OF CL OF 44ST	KCRC in Cities	KCRC	4	0.85	44	32
42	LEXINGTON AVENUE	19' N OF CL BUTTERWORTH D	20'S OF CL FULTON ST	Grand Rapids	Grand Rapids	2	0.22	40	32
43	MONROE AVENUE	194' N OF CL FRANK	CL DEAN	Grand Rapids	GR/KCRC Turnback	4	0.71	38	32
44	BUTTERWORTH DRIVE	1176' E OF CITY LIMIT	1696' E OF CITY LIMIT	Grand Rapids	Grand Rapids	2	0.10	26	33
45	GRANDVILLE AVENUE	6' N OF CL PLEASANT	25' S OF CL BARTLETT	Grand Rapids	Grand Rapids	2	0.34	42	33
46	LINCOLN LAKE AVE	CL MCPHEARSON	CL DOWNS	Vergennes Twp	KCRC	2	0.51	30	33
47	SEWARD AVENUE	13' N OF CL WEBSTER	15' S OF CL RICHMOND	Grand Rapids	Grand Rapids	2	0.17	14	33
48	SIXTH STREET	22' E OF CL MONROE	17' W OF CL IONIA	Grand Rapids	Grand Rapids	2	0.16	33	33
49	STATE STREET	30'E. OF CL OF JEFFERSON	160'E. OF CL OF LAFAYETTE	Grand Rapids	Grand Rapids	2	0.17	42	33
50	3 MILE ROAD	15'E. OF CL OF FULLER	EAST CITY LIMITS	Grand Rapids	Grand Rapids	2	0.74	34	34
51	JEFFERSON AVENUE	25' N OF CL WEALTHY ST	27' S OF CL FULTON ST	Grand Rapids	Grand Rapids	2	0.49	46	34
52	KALAMAZOO AVENUE	2800' N OF 68TH	490' N OF CL OF 60TH	Gaines Twp	KCRC	5	0.51	55	34
53	17 MILE ROAD	E. OF CL OF NORTHLAND AVE	205'E. OF CL OF MARIE	Cedar Springs	Cedar Springs	2	0.51	24	35
54	68TH STREET	3083' W OF CL HANNA LAKE	CL OF HANNA LAKE	Gaines Twp	KCRC	4	0.58	40	35
55	BRIDGE STREET	144'E OF CL BALL PARK BLV	438' E OF CL MARCELLA	Grand Rapids	Grand Rapids	2	0.25	28	35
56	BUTTERWORTH DRIVE	1696' E OF CITY LIMIT	CL OBRIEN	Grand Rapids	Grand Rapids	2	0.64	24	35
57	CHERRY STREET	CL JEFFERSON	CL PROSPECT	Grand Rapids	Grand Rapids	2	0.19	40	35
58	COIT AVENUE	28' N QUIMBY	CL ANN	Grand Rapids	Grand Rapids	2	0.49	36	35
59	EASTERN AVENUE	50'N. OF CL OF 36TH ST	CL OF 32ND ST	Wyoming	Wyoming	5	0.45	55	35
60	KENOWA AVENUE	56' N OF CL BARRY	SOUTH END OF I-196 BRIDGE	Wyoming	Wyoming	2	0.90	28	35
61	PORTER STREET	35' E OF CL CHICAGO DR	CITY LIMITS	Grandville	Grandville	2	0.23	34	35
62	SPAULDING AVENUE	4650' N OF CL BURTON	6250' N OF CL BURTON	Cascade Twp	KCRC	2	0.30	22	35
63	WEST RIVER DRIVE	1317' S. OF CL OF BUTH ST	576' N OF CL BUTH	Plainfield Twp	KCRC	4	0.36	48	35
64	WILSON AVENUE	305'S. OF CL OF 56TH ST.	196'N. OF CL OF 56TH ST.	Wyoming	Wyoming	2	0.09	26	35
65	3 MILE ROAD	1007'E. OF CL OF BIG TIMB	30'W. OF CL OF BELTLINE	Grand Rapids Twp	KCRC	2	0.71	30	36
66	BYRON CENTER AVENUE	CL 100TH STREET	N OF 92ND STREET	Byron Twp	KCRC	2	1.04	22	36
67	CASCADE ROAD	34' E. OF CL SEGWUN	CL PRATT LAKE	Lowell Twp	KCRC	2	0.74	22	36
68	COVELL AVENUE	40' N OF CL LAKE MICHIGAN	CL SEVENTH ST	Grand Rapids	Grand Rapids	2	0.50	40	36
69	FULLER AVENUE	18' N OF CL HALL	14' N OF CL ALEXANDER	Grand Rapids	GR/KCRC Turnback	2	0.25	30	36

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70	10 MILE ROAD	CL COWAN LAKE DR	CL WABASIS AVE	Oakfield Twp	KCRC	2	1.12	22	37
71	60TH STREET	E. OF CL OF DIVISION	W. OF CL OF EASTERN	Gaines Twp	KCRC	4	0.96	44	37
72	GRAND RIVER DRIVE	S. LIMITS CITY OF LOWELL	R.R. W OF MONTCALM AVE.	Lowell Twp	KCRC	2	1.11	22	37
73	KALAMAZOO AVENUE	72'S. OF CL OF ALGER ST	28'S. OF CL OF BURTON ST	Grand Rapids	GR/KCRC Turnback	4	0.50	40	37
74	MADISON AVENUE	CRAWFORD	22' S FRANKLIN	Grand Rapids	Grand Rapids	2	0.57	36	37
75	NORTHLAND DRIVE	CL 13 MILE RD	407' S OF BROOKSTONE DR	Algoma Twp	KCRC	2	0.36	30	37
76	WEST RIVER DRIVE	CL SAMRICK	572' CL ROUGE RIVER	Plainfield Twp	KCRC	4	0.11	48	37
77	WILSON AVENUE	50'S OF CL OF 52ND ST	1336' N. OF CL OF 52ND ST	Wyoming	Wyoming	2	0.26	24	37
78	44TH STREET	CL OF EASTERN AVE	398'W. OF CL OF KALAMAZOO	KCRC in Cities	KCRC	2	0.93	22	38
79	ALGOMA AVENUE	CL 20 MILE	CL 21 MILE	Solon Twp	KCRC	2	1.00	22	38
80	CANNONSBURG ROAD	1860'E. OF CL OF M-44	CL OF CHAUNCEY	Plainfield Twp	KCRC	2	1.26	32	38
81	CASCADE ROAD	20' E. CL ALDEN NASH	34' E. OF CL SEGWUN	Lowell Twp	KCRC	2	1.26	22	38
82	CASCADE ROAD	CL PRATT LAKE	CL MONTCALM	Lowell Twp	KCRC	2	1.01	20	38
83	COVELL AVENUE	22' N OF CL LEONARD	20' S OF CL WALKER	Grand Rapids	Grand Rapids	2	0.58	28	38
84	DIVISION AVENUE	CL 76TH ST	CL 68TH ST	Gaines Twp	KCRC	4	1.01	44	38
85	FULLER AVENUE	14' N OF CL ALEXANDER	19' S OF CL WEALTHY	Grand Rapids	GR/KCRC Turnback	2	0.75	38	38
86	PEARL STREET	CL OTTAWA	20' W OF CL DIVISION	Grand Rapids	Grand Rapids	2	0.11	34	38
87	PLYMOUTH AVENUE	23' N OF CL FULTON	28' S OF CL MICHIGAN ST	Grand Rapids	Grand Rapids	2	0.49	36	38
88	WEALTHY STREET	26'E. OF CL OF DIVISION	26'E. OF CL OF LAFAYETTE	Grand Rapids	Grand Rapids	4	0.30	44	38
89	3 MILE ROAD	1508' W OF CL WALKER AVE	520' W CL WALKER AVE	Walker	Walker	4	0.19	44	39
90	COLLEGE AVE	25' N CL FULTON	16' S CL FOUNTAIN	Grand Rapids	Grand Rapids	2	0.15	27	39
91	DIVISION AVENUE	CL OF 68TH ST	378' N OF CL 60TH ST	Gaines Twp	KCRC	4	1.06	44	39
92	FREEPORT AVE	N. OF 100TH	S. OF 92ND	Bowne Twp	KCRC	2	1.00	22	39
93	LEONARD STREET	120'W. OF CL OF NIXON	275' E OF CL BARBER	Grand Rapids	GR/KCRC Turnback	4	0.49	40	39
94	MAIN STREET	231' N OF CL COURTLAND	CL WOLVERINE	Rockford	Rockford	2	0.55	26	39
95	RICHMOND STREET	20' E OF CL WALKER	12' W OF CL BRISTOL	Grand Rapids	Grand Rapids	2	0.40	28	39
96	29TH STREET	22'E. OF CL OF EAST PARIS	2065'E. OF CL OF EAST PAR	Kentwood	Kentwood	4	0.39	40	40
97	ALGER STREET	25' E OF CL EASTERN	23' W OF CL KALAMAZOO AVE	Grand Rapids	Grand Rapids	2	0.72	34	40
98	BOSTON STREET	21' E OF CL PLYMOUTH AVE	16' W OF CL LAUREL	Grand Rapids	Grand Rapids	2	0.40	35	40
99	BRETON AVENUE	28' N OF CL BURTON STREET	N GRAND RAPIDS BOUNDARY	Grand Rapids	Grand Rapids	5	0.25	50	40
100	KALAMAZOO AVENUE	3492' N. OF 76TH	S. OF 68TH	Gaines Twp	KCRC	2	0.33	22	40
101	LEONARD STREET	17'E. OF CL OF DIAMOND	CL OF PLYMOUTH	Grand Rapids	GR/KCRC Turnback	4	1.00	40	40
102	PLYMOUTH AVENUE	26' N OF CL BURTON ST	12' S OF CL BOSTON	Grand Rapids	Grand Rapids	2	0.50	40	40
103	ROGUE RIVER	CL OF PACKER	112'W. OF CL OF KUTTSHILL	Plainfield Twp	KCRC	2	0.52	21	40
104	TURNER AVENUE	25' N OF CL LEONARD ST	20' S OF CL RICHMOND	Grand Rapids	GR/KCRC Turnback	2	0.49	36	40
105	WEST RIVER DRIVE	CL OF ROGUE RIVER	CL KARCHER	Plainfield Twp	KCRC	4	0.50	48	40
106	3 MILE ROAD	35' W OF CL ELMRIDGE AVE	439' E OF CL INDIAN CREEK	Walker	Walker	4	0.47	40	41
107	CANNONSBURG ROAD	25'E. OF CL OF M-44	1860'E. OF CL OF M-44	Plainfield Twp	KCRC	3	0.35	44	41
108	EAST PARIS AVENUE	CL 60TH ST	25' S OF CL 52ND ST	Kentwood	Kentwood	2	0.90	24	41
109	EDGERTON AVE	11 MILE/EDGERTON ST SIGN	25' S OF CL 12 MILE	Algoma Twp	KCRC	2	1.11	22	41
110	IONIA AVENUE	35' N OF CL LYON	55' S OF CL MICHIGAN AVE	Grand Rapids	Grand Rapids	2	0.20	42	41
111	KRAFT AVENUE	1456' S.OF CL JOHNSON	176' N.OF CL 92ND	Caledonia Twp	KCRC	2	0.90	22	41
112	MAIN STREET	CL WOLVERINE ST	15' W OF CL OF NORTHLAND	Rockford	Rockford	2	0.25	33	41
113	NORTHLAND DRIVE	600' N OF CL 12 MILE	CL 13 MILE	Algoma Twp	KCRC	2	0.89	30	41
114	RANSOM STREET	26' N OF CL FULTON	532' N OF CL LYON	Grand Rapids	Grand Rapids	2	0.38	36	41
115	RICHMOND STREET	70'W OF CL GARFIELD	900' E OF CL ALPINE	Grand Rapids	Grand Rapids	2	0.68	26	41
116	SPAULDING AVENUE	N. OF CL CASCADE	2389' S OF CL M21	Ada Twp	KCRC	2	0.96	25	41
117	28TH AVENUE	430'N. OF CL OF ROSEWOOD	348'S. OF CL OF BALDWIN	Georgetown Twp	OCRC	2	0.59	27	42
118	44TH STREET	398'E. OF CL OF KALAMAZOO	CL OF APPLEWOOD DR	KCRC in Cities	KCRC	2	0.63	22	42
119	52ND STREET	155'E OF NB BROADMOOR AVE	152'W OF KENTWOOD CITY LI	Kentwood	Kentwood	5	0.28	55	42
120	60TH STREET	12' E OF CL PATTERSON AVE	18' W OF CL BROADMOOR	Cascade Twp	KCRC	2	0.18	22	42
121	ANN STREET	32' E OF CL ALPINE	55' E OF CL WILL	Grand Rapids	Grand Rapids	4	0.49	44	42
122	FALLASBURG PARK DRIVE	750' E OF CL BECKWITH	87' N OF CL OF MC PHERSON	Vergennes Twp	KCRC	2	1.00	28	42
123	LAKE EASTBROOK BLVD	11' N OF CL 32ND ST	32' S OF CL 28TH ST	Kentwood	Kentwood	4	0.50	40	42
124	LEONARD STREET	CL OF MARYLAND	81'W. OF E BELTLINE	Grand Rapids	GR/KCRC Turnback	4	1.00	48	42
125	PATTERSON AVENUE	12' N. OF CL 100TH	28' S.OF CL 92ND	Caledonia Twp	KCRC	2	1.00	20	42
126	ROGUE RIVER	28'E. OF CL OF WEST RIVER	48' E OF CL ROUGE RIVER M	Plainfield Twp	KCRC	2	0.65	20	42
127	29TH STREET	2065'E. OF CL OF EAST PAR	44'S. OF CL OF 28TH ST.	Kentwood	Kentwood	4	0.23	40	43
128	ALGOMA AVENUE	CL 21 MILE	10' S.OF CL 22 MILE	Solon Twp	KCRC	2	1.16	22	43
129	FREEPORT AVE	N. OF 108TH	S. OF 100TH	Bowne Twp	KCRC	2	1.09	22	43
130	IONIA AVENUE	CL FRANKLIN	WEALTHY STREET	Grand Rapids	Grand Rapids	0	0.51	24	43
131	LAFAYETTE AVENUE	20' N OF CL WEALTHY ST	58' S OF CL MICHIGAN ST	Grand Rapids	Grand Rapids	2	0.99	36	43
132	OAKES STREET	23' E OF CL DIVISION	CL SHELDON	Grand Rapids	Grand Rapids	1	0.06	32	43
133	TURNER AVENUE	71' S OF CL SIXTH ST	25' S OF CL LEONARD	Grand Rapids	Grand Rapids	2	0.56	33	43
134	WALKER AVENUE	260' N OF CL SHARP	CL OF WALDORF	Walker	Walker	2	0.16	26	43
135	100TH STREET	E' OF CLYDE PARK	S US131 CONST. JOINT	Byron Twp	KCRC	2	0.73	24	44
136	20 MILE ROAD	11' E.OF CL OF MEDDLER	W. OF TRUFANT	Spencer Twp	KCRC	2	0.44	22	44
137	68TH STREET	CL HANNA LAKE	2650' W OF CL E. PARIS	Gaines Twp	KCRC	4	0.49	40	44
138	BURLINGAME AVENUE	CL PRAIRIE PARKWAY	35' S. OF CL OF 28TH ST	Wyoming	Wyoming	5	0.20	60	44
139	DIVISION AVENUE	CL OF CHICORY	130'S OF CL OF MEADOW	Plainfield Twp	KCRC	2	0.44	20	44
140	FULLER AVENUE	58' N OF CL FOUNTAIN	68' S OF CL MICHIGAN AVE	Grand Rapids	GR/KCRC Turnback	4	0.32	40	44
141	HALL STREET	12' E OF CL BUCHANAN	22' W OF CL DIVISION AVE	Grand Rapids	Grand Rapids	4	0.24	40	44

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142	HANNA LAKE AVENUE	N. OF 68TH	2906' N. OF 68TH	Gaines Twp	KCRC	2	0.55	28	44
143	IVANREST AVENUE	35' N OF CL 28TH ST	15' S OF CL CHICAGO	Grandville	Grandville	4	0.34	40	44
144	KALAMAZOO AVENUE	708'N. OF CL OF 44TH ST	3'S. OF CL OF 42ND ST	Grand Rapids	GR/KCRC Turnback	5	0.13	55	44
145	LEONARD STREET	CL OF PLYMOUTH	CL OF MARYLAND	Grand Rapids	GR/KCRC Turnback	4	0.75	48	44
146	OTTAWA AVENUE	38' N OF CL MICHIGAN	CL TROWBRIDGE	Grand Rapids	Grand Rapids	2	0.21	46	44
147	PATTERSON AVENUE	58' N.OF CL 92ND	14' S.OF CL 84TH	Caledonia Twp	KCRC	2	0.99	22	44
148	TURNER AVENUE	25' N OF CL BRIDGE	71' S OF CL SIXTH ST	Grand Rapids	Grand Rapids	2	0.49	34	44
149	WEST RIVER DRIVE	CL OF PINE ISLAND DR	1317'S. OF CL OF BUTH	Plainfield Twp	KCRC	4	1.00	48	44
150	3 MILE ROAD	18'E. OF CL OF PLAINFIELD	20'W. OF CL OF FULLER	Grand Rapids	Grand Rapids	2	0.31	40	45
151	3 MILE ROAD	439' E OF CL INDIAN CREEK	1508' W OF CL WALKER AVE	Walker	Walker	2	0.24	26	45
152	CHERRY VALLEY AVENUE	15' N.OF CL 84TH	CL 76TH	Caledonia Twp	KCRC	2	1.00	20	45
153	IONIA AVENUE	33' N OF CL FOUNTAIN	22' S OF CL LYON	Grand Rapids	Grand Rapids	2	0.11	40	45
154	MONROE AVENUE	CL GUILD ST	20' S OF CL N. PARK	Grand Rapids	GR/KCRC Turnback	3	1.18	36	45
155	NORTHLAND DRIVE	407' S OF BROOKSTONE DR	295' S OF PORTER HOLLOW	Algoma Twp	KCRC	2	0.19	42	45
156	THORNAPPLE RIVER DRIVE	50'S OF CL OF BUTTRICK	N END OF THORNAPPLE BRIDG	Ada Twp	KCRC	2	0.43	30	45
157	WABASIS AVENUE	CL BELDING	CL 9 MILE	Grattan Twp	KCRC	2	1.32	22	45
158	2 MILE ROAD	13'E. OF CL OF HONEY CRK	15'W. OF CL OF MCCABE	Ada Twp	KCRC	2	1.56	22	46
159	28TH AVENUE	63'N. OF CL OF PORT SHELDON	430'S. OF CL OF ROSEWOOD	Georgetown Twp	OCRC	2	0.49	27	46
160	68TH STREET	12' E. OF CL EASTERN	12' W. CL KALAMAZOO	Gaines Twp	KCRC	4	1.01	40	46
161	7 MILE ROAD	CL OF DIVISION AVE	EDA JEAN	Plainfield Twp	KCRC	2	0.23	23	46
162	COLLEGE AVE	21'N OF CL WEALTHY	63' S OF CL CHERRY ST	Grand Rapids	Grand Rapids	2	0.24	27	46
163	MCPHERSON	12' E OF CL FALLASBURG PK	CL MONTCALM	Vergennes Twp	KCRC	2	1.17	22	46
164	NORTHLAND DRIVE	30'N. OF CL OF WOLVERINE	33'N. OF CL OF BELDING	Plainfield Twp	KCRC	2	1.04	24	46
165	PINE ISLAND DRIVE	430'N. OF CL OF PINEDELL	CL OF BUTH DRIVE	Plainfield Twp	KCRC	2	0.96	24	46
166	RICHMOND STREET	123' E OF CL MULLINS	CL PHEASANT	Walker	Walker	2	0.46	22	46
167	RICHMOND STREET	900' E OF CL ALPINE	EDGE OF SCRIBNER	Grand Rapids	Grand Rapids	2	0.42	32	46
168	SIXTH STREET	27' E OF CL STOCKING	49' W OF CL MCREYNOLDS	Grand Rapids	Grand Rapids	2	0.11	30	46
169	17 MILE ROAD	205' E.OF CL MARIE	CL SHANER	Nelson Twp	KCRC	2	1.50	22	47
170	36TH STREET	RAILROAD CROSSING	25' E. CL DIVISION	Wyoming	Wyoming	4	0.54	50	47
171	ALGER STREET	31' E OF CL DIVISION AVE	22' W OF CL EASTERN AVE	Grand Rapids	Grand Rapids	2	0.94	34	47
172	BURTON STREET	29' E OF CL DIVISION AVE	CL EASTERN AVE	Grand Rapids	GR/KCRC Turnback	4	0.94	44	47
173	BYRON CENTER AVENUE	46' N OF CL 92ND ST	20' N OF CL 84TH ST	Byron Twp	KCRC	4	1.00	40	47
174	FLAT RIVER DRIVE	CL HUNT	47' S OF LOWELL CITY LIMI	Lowell	Lowell	2	0.13	26	47
175	FRANKLIN STREET	48' E OF CL DIVISION	25' W OF CL MADISON AVE	Grand Rapids	Grand Rapids	4	0.42	38	47
176	HONEY CREEK AVENUE	CL OF CONSERVATION	CL OF 2 MILE (EAST)	Ada Twp	KCRC	2	1.46	26	47
177	KENOWA AVENUE	1780' S OF CL 44TH ST	30' S OF CL 44 TH ST	Grandville	Grandville	3	0.33	33	47
178	LINCOLN LAKE AVE	CL LINCOLN LAKE TURN OFF	CL VERGENNES	Vergennes Twp	KCRC	2	0.99	30	47
179	MAIN STREET	E. OF SCHOOL	65' E.OF CL KINSEY	Village of Caledonia	Village of Caledonia	2	0.21	32	47
180	NORTHLAND DRIVE	33' N OF CL 14 MILE	1045' N OF CL 14 MILE	Algoma Twp	KCRC	2	0.20	36	47
181	NORTHLAND DRIVE	SAND LAKE CITY LIMITS	NORTH COUNTY LINE	Nelson Twp	KCRC	2	0.63	28	47
182	PATTERSON AVENUE	58'N. OF CL OF 44TH ST.	CL OF 36TH ST.	KCRC in Cities	KCRC	5	0.99	60	47
183	WALKER AVENUE	32'N. OF CL OF LEONARD	CITY LIMITS	Grand Rapids	Grand Rapids	2	1.20	30	47
184	100TH STREET	49' E. OF CL MORSE LAKE	CL BERGY	Bowne Twp	KCRC	2	1.02	22	48
185	68TH AVENUE	62' N OF CL SUNSET DR	173' S OF CL LAKE MI DR	Allendale Twp	OCRC	2	0.45	26	48
186	ANN STREET	330' E OF CL MONROE	22' W OF CL PLAINFIELD	Grand Rapids	Grand Rapids	2	0.49	40	48
187	CEDAR SPRINGS AVE	W. OF NORTHLAND	CL EGNER	Nelson Twp	KCRC	2	1.65	22	48
188	CLYDE PARK AVENUE	2723' N OF CL 84TH ST	24' S OF CL 76TH ST	Byron Twp	KCRC	4	0.46	48	48
189	HALL STREET	20' E OF CL DIVISION AVE	72' W OF CL EASTERN AVE	Grand Rapids	Grand Rapids	4	0.91	46	48
190	KALAMAZOO AVENUE	CL OF 36TH ST	28TH ST	Grand Rapids	GR/KCRC Turnback	4	1.00	44	48
191	LAKE DRIVE	25'S. OF CL OF FULTON ST	CL OF FULLER	Grand Rapids	Grand Rapids	2	0.78	40	48
192	MORSE LAKE AVE	N. OF 100TH	N. OF 92ND	Bowne Twp	KCRC	2	0.81	22	48
193	THORNAPPLE RIVER DRIVE	N OF I96 BRIDGE	S OF THORNHILLS	Cascade Twp	KCRC	2	0.75	44	48
194	VANBUREN STREET	JUNCTION OF 22ND AVE	1421'E. OF CL OF 16TH AVE	Georgetown Twp	OCRC	2	1.02	24	48
195	WALKER AVENUE	134'N. OF CL OF VAN BUREN	32'S. OF CL OF LEONARD	Grand Rapids	Grand Rapids	2	0.46	40	48
196	10 MILE ROAD	48'E.OF RAMSDELL AVE. CL	TIFFANY CL	Courtland Twp	KCRC	2	0.49	22	49
197	84TH STREET	W OF WILSON	CL ELKWOOD	Byron Twp	KCRC	2	1.49	26	49
198	BRETON AVENUE	CL 32ND ST	280' S OF CL 29TH ST WEST	Kentwood	Kentwood	4	0.24	44	49
199	BUTTERWORTH DRIVE	57' W OF CL STRAIGHT ST	77' W OF CL FRONT AVE	Grand Rapids	Grand Rapids	2	0.33	31	49
200	COIT AVENUE	CL OF COIT AVE GRAVEL CO	CL OF FOREST RIDGE	Plainfield Twp	KCRC	2	0.96	24	49
201	PLAINFIELD AVENUE	CL OF 3 MILE ROAD	EB I-96 RAMP	Grand Rapids	Grand Rapids	4	0.65	48	49
202	SIXTH STREET	W OF CL TURNER	53' E OF CL FRONT	Grand Rapids	Grand Rapids	4	0.14	42	49
203	WEST RIVER DRIVE	285'S. OF CL OF 131 NB RM	CL WAKEFIELD	Plainfield Twp	KCRC	4	0.13	48	49
204	WILSON AVENUE	CITY BOUNDARY (SOUTH)	305'S. OF CL OF 56TH ST.	Wyoming	Wyoming	2	0.43	26	49
205	100TH STREET	W. TOWNSHIP LINE	W. OF MORSE LAKE	Bowne Twp	KCRC	2	1.04	22	50
206	36TH STREET	25' E OF CL KENOWA AVE	12' W OF CL CANAL	Grandville	Grandville	3	0.48	33	50
207	68TH STREET	474' E. CL BROADMOOR	CL CHERRY VALLEY	Caledonia Twp	KCRC	2	1.09	24	50
208	BURTON STREET	CL EASTERN AVE	CL PLYMOUTH AVE	Grand Rapids	GR/KCRC Turnback	4	1.23	42	50
209	DIVISION STREET	42' W OF MAIN	CL FREMONT	Algoma Twp	KCRC	2	0.20	22	50
210	JOHNSON	DUNCAN LAKE	158' E.OF CL SHORT	Caledonia Twp	KCRC	2	0.28	22	50
211	LARSEN AVENUE	49' N.OF 19 MILE CL	52' S.OF HENDRICKSON CL	Spencer Twp	KCRC	2	1.23	22	50
212	LEONARD STREET	1024' W OF CL WILSON	8' W OF CL WILSON	Walker	Walker	2	0.19	30	50
213	LINCOLN LAKE AVE	CL DOWNS ST	CL HILLCREST DR	Vergennes Twp	KCRC	2	0.62	30	50

Pavement Management System Eligible Project Segments

214	MADISON AVENUE	17' N OF CL ALGER	27' S OF CL BURTON	Grand Rapids	Grand Rapids	2	0.49	46	50
215	MARKET STREET	2146' N OF CL FREEMAN RD	293' N OF CL WEALTHY RD	Grand Rapids	Grand Rapids	4	0.54	44	50
216	MORSE LAKE AVE	CL 108TH	S. OF 100TH	Bowne Twp	KCRC	2	1.18	22	50
217	PATTERSON AVENUE	CL OF 36TH ST.	31'S. OF CL OF 28TH ST.	KCRC in Cities	KCRC	5	1.00	60	50
218	PETTIS AVENUE	15'SE. OF CL OF EB FULTON	CL OF HONEY CREEK	Ada Twp	KCRC	4	0.28	48	50
219	SCRIBNER AVENUE	943' N OF CL TENTH	25' N OF CL RICHMOND	Grand Rapids	Grand Rapids	2	0.65	40	50
220	SHAFFER STREET	3353' N OF CL 44TH (NB)	30' S OF CL 32 ND AVE	Kentwood	Kentwood	4	0.83	48	50
221	WOODWORTH STREET	CL OF AMBROSE	15'W. OF CL OF PLAINFIELD	Plainfield Twp	KCRC	2	0.31	32	50
222	20 MILE ROAD	54'W.OF WHITECREEK CL	W.OF CEDAR SPRINGS	Solon Twp	KCRC	2	1.01	22	51
223	52ND STREET	1219'E OF CL SETTLERS PAS	322' W OF EAST PARIS AVE	Kentwood	Kentwood	4	0.52	54	51
224	76TH STREET	E OF BYRON CENTER	CL BURLINGAME	Byron Twp	KCRC	2	1.00	34	51
225	CASCADE ROAD	WHITNEYVILLE	36TH ST	Cascade Twp	KCRC	2	0.83	22	51
226	CHERRY STREET	50' W OF CL PROSPECT	12' W OF CL EASTERN	Grand Rapids	Grand Rapids	2	0.57	40	51
227	CLYDE PARK AVENUE	22' N OF 76TH ST	1601' N OF CL 76TH ST	Byron Twp	KCRC	4	0.30	40	51
228	EAST PARIS AVENUE	28' N OF CL 52ND ST	28' N OF CL CL BARDEN	Kentwood	Kentwood	5	0.36	55	51
229	EAST PARIS AVENUE	CL OF CAMELOT	CL BURTON	Kentwood	Kentwood	4	0.44	44	51
230	EASTERN AVENUE	20' N OF CL 68TH	511' N OF CL OF 60TH	Gaines Twp	KCRC	4	0.87	48	51
231	FOUNTAIN STREET	20' E OF CL OTTAWA	CL COLLEGE	Grand Rapids	Grand Rapids	2	0.67	33	51
232	LINCOLN LAKE AVE	CL HILLCREST DR	CL 3 MILE	Vergennes Twp	KCRC	2	0.87	30	51
233	MADISON AVENUE	CL GARDEN	CL CRAWFORD	Grand Rapids	Grand Rapids	2	0.24	40	51
234	MICHIGAN STREET	344' E OF CL LITTLEFIELD	100' W OF CL GREENWICH	Grand Rapids	Grand Rapids	4	0.39	44	51
235	SEGWUN STREET	12' N OF CL 52ND ST	11' S OF CL CASCADE	Lowell Twp	KCRC	2	1.00	22	51
236	SPAULDING AVENUE	6250' N OF CL BURTON	45' S OF CL CASCADE	Cascade Twp	KCRC	2	0.29	22	51
237	TURNER AVENUE	12' N OF CL RICHMOND	75' S OF CL ANN	Grand Rapids	GR/KCRC Turnback	4	0.24	48	51
238	WEALTHY STREET	392'E. OF CL OF NORWOOD	CL PLYMOUTH	East Grand Rapids	East Grand Rapids	2	0.32	39	51
239	14TH AVENUE	190'N. OF CL OF JULIE ST	330'N. OF CL OF CRAIG	Georgetown Twp	OCRC	2	0.38	24	52
240	ALDEN NASH AVENUE	206' N OF CL EMERY	CL SEGWUN	Lowell Twp	KCRC	2	0.80	30	52
241	LAKE MICHIGAN DRIVE	FULTON ST TURNOFF	CL MT. VERNON AVE	Grand Rapids	Grand Rapids	2	1.22	42	52
242	PINE ISLAND DRIVE	CL OF 7 MILE RD	2700' N CL 7 MILE	Plainfield Twp	KCRC	2	0.51	24	52
243	PLAINFIELD AVENUE	156'N. OF CL OF ANN ST	1480' N OF ANN	Grand Rapids	Grand Rapids	4	0.25	42	52
244	THORNAPPLE RIVER DRIVE	N END OF THORNAPPLE BRIDG	15'S OF CL OF ADA DR	Ada Twp	KCRC	2	0.12	40	52
245	10 MILE ROAD	132'E.OF N.M-37 CL	42'W.OF ALPINE CL	Sparta Twp	KCRC	2	0.74	31	53
246	6 MILE ROAD	24' E OF CL NB M-37	CL RUSCHE AVE	Alpine Twp	KCRC	2	0.39	32	53
247	76TH STREET	CL BURLINGAME	3947' E OF CL BURLINGAME	Byron Twp	KCRC	2	0.75	30	53
248	COVELL AVENUE	CL FULTON ST	40' S OF CL LAKE MICHIGAN	Grand Rapids	Grand Rapids	2	0.49	28	53
249	EASTERN AVENUE	511' N OF CL OF 60TH ST	63' N OF CL OF HARDWICK	Kentwood	Kentwood	4	0.70	44	53
250	HALL STREET	CL OF KALAMAZOO	83' E OF CL SYLVAN	Grand Rapids	Grand Rapids	4	0.77	35	53
251	HANNA LAKE AVENUE	N. OF 100TH	N. OF 92ND	Gaines Twp	KCRC	2	1.01	22	53
252	KALAMAZOO AVENUE	28'N. OF CL OF BURTON ST	35'S. OF CL OF HALL ST	Grand Rapids	GR/KCRC Turnback	2	1.11	38	53
253	KNAPP STREET	292' W CL BENT TREE	1210' E CL DEAN LAKE	Grand Rapids	GR/KCRC Turnback	3	0.62	22	53
254	MAYNARD AVENUE	250' N OF CL BUTTERWORTH	16' S OF CL OBRIEN	Walker	Walker	2	0.56	24	53
255	RAMSDELL ROAD	26'N. OF CL OF CANNONSBUR	CL OF 6 MILE	Cannon Twp	KCRC	2	0.29	28	53
256	29TH STREET	300' E. OF CL RADCLIFF	29'W. OF CL OF SB BROAD.	Kentwood	Kentwood	4	0.41	54	54
257	44TH STREET	CL OF CLYDE PARK AVE	31'W. OF CL OF DIVISION	Wyoming	Wyoming	2	0.96	24	54
258	HONEY CREEK AVENUE	CL OF 2 MILE (EAST)	CL OF KNAPP ST	Ada Twp	KCRC	2	0.76	26	54
259	JUPITER AVENUE	18' N CL ROUGE RIVER	45' S OF CL POST	Plainfield Twp	KCRC	2	0.65	34	54
260	MONROE AVENUE	CL PARADE	CL GUILD ST	Grand Rapids	GR/KCRC Turnback	4	0.45	43	54
261	NORTHLAND DRIVE	83' S. OF CL HOLTON	83' S.OF CL SOUTH	Nelson Twp	KCRC	2	0.14	44	54
262	NORTHLAND DRIVE	CL GROSVENOR	SAND LAKE CITY LIMITS	Nelson Twp	KCRC	2	1.12	30	54
263	RICHMOND STREET	20' E OF CL BRISTOL	70' W OF CL GARFIELD	Grand Rapids	Grand Rapids	2	0.48	32	54
264	VERGENNES ST	12' E. OF CL LINCOLN LAKE	120' W OF FLAT RIVER DR	Vergennes Twp	KCRC	2	0.96	22	54
265	WOODWORTH STREET	15'E. OF CL OF COIT AVE	CL OF AMBROSE	Plainfield Twp	KCRC	2	0.96	32	54
266	10 MILE ROAD	CL TIFFANY AVE	CL COWAN LAKE	Oakfield Twp	KCRC	2	0.67	22	55
267	100TH STREET	E OF BURLINGAME	E OF CLYDE PARK	Byron Twp	KCRC	2	1.00	30	55
268	32ND STREET	28'E. OF CL OF CLYDE PARK	28' W. OF CL OF DIVISION	Wyoming	Wyoming	4	0.99	40	55
269	4 MILE ROAD	CL OAKRIDGE ROAD	30' W OF CL WEST RIVER	Alpine Twp	KCRC	4	0.37	48	55
270	64TH STREET	E. OF KENOWA	W. OF WILSON	Byron Twp	KCRC	2	0.99	22	55
271	BUCHANAN AVENUE	25' N OF CL BURTON	10' N OF CL CROFTON	Grand Rapids	Grand Rapids	2	0.54	32	55
272	CLYDE PARK AVENUE	1601' N OF CL 76TH ST	CL 68TH ST	Byron Twp	KCRC	2	0.70	32	55
273	FOREST HILLS AVENUE	895'N. OF CL OF ENGLSIDE	72'SOUTH OF CL OF HALL ST	Kentwood	Kentwood	2	1.15	22	55
274	HALL STREET	328'E. OF CL OF CONLON	26'W. OF CL OF LAKE DRIVE	East Grand Rapids	East Grand Rapids	2	0.22	32	55
275	HONEY CREEK AVENUE	15'N. OF PETTIS AVE	CL OF CONSERVATION	Ada Twp	KCRC	2	1.54	26	55
276	MT. VERNON AVENUE	25' N OF CL FULTON ST	25' S OF CL BRIDGE	Grand Rapids	Grand Rapids	2	0.49	30	55
277	NORTHLAND DRIVE	95' N.OF CL COAN	CL GROSVENOR	Nelson Twp	KCRC	2	0.82	28	55
278	OBRIEN STREET	25' E OF CL WILSON(M-44)	30' E OF CL FENNESSY	Walker	Walker	2	0.24	22	55
279	THORNHILLS AVENUE	CL THORNAPPLE RIVER	30' S OF CL 28TH ST	Cascade Twp	KCRC	2	0.51	36	55
280	32ND STREET	175' E OF CL SURSHINE RD	29' W OF CL BRETON	Kentwood	Kentwood	2	0.24	32	56
281	44TH STREET	102' W OF CL IVANREST AVE	645'E OF CL SPARTAN IND D	KCRC in Cities	KCRC	2	0.50	24	56
282	ALDEN NASH AVENUE	1645' S.OF CL CASCADE	52' S OF CL 36TH	Lowell Twp	KCRC	2	1.30	32	56
283	BOSTON STREET	48' E OF CL FULLER AVE	15' W OF CL PLYMOUTH AVE	Grand Rapids	Grand Rapids	2	0.70	35	56
284	BURTON STREET	541' W OF CL E. PARIS AVE	235' E OF CL E. PARIS AVE	Grand Rapids	GR/KCRC Turnback	4	0.15	40	56
285	CLYDE PARK AVENUE	CL OF 52ND	28'S. OF CL OF 44TH ST.	Wyoming	Wyoming	2	0.97	24	56

Pavement Management System Eligible Project Segments

286	DIVISION AVENUE	CL OF 36TH ST.	30'S. OF CL OF 28TH ST.	KCRC in Cities	KCRC	5	0.98	55	56
287	FULLER AVENUE	29' N OF CL KNAPP	15' N OF CL EDMONTON	Grand Rapids	GR/KCRC Turnback	4	0.11	46	56
288	FULLER AVENUE	CL KALAMAZOO	CL ADAMS	Grand Rapids	GR/KCRC Turnback	0	0.27	24	56
289	HALL STREET	79' E. CL OF SHERIDAN	12' E. OF BUCHANAN AVW	Grand Rapids	Grand Rapids	4	0.39	44	56
290	IONIA AVENUE	73' N OF CL MICHIGAN AVE	142' S OF CL FAIRBANKS	Grand Rapids	Grand Rapids	2	0.28	34	56
291	NORTHLAND DRIVE	295' S OF PORTER HOLLOW	35' S OF 14 MILE	Algoma Twp	KCRC	2	0.66	32	56
292	PERKINS AVENUE	32'N. OF CL OF LEONARD ST	15'S. OF CL OF KNAPP	Grand Rapids	Grand Rapids	2	0.99	24	56
293	PRAIRIE STREET	170' E OF CL HARVEST	22'W OF CL IVANREST	Grandville	Grandville	2	0.40	32	56
294	RAMSDELL ROAD	307'N. OF CL OF GREELEY	61'S. OF CL OF BELDING	Cannon Twp	KCRC	2	0.40	26	56
295	RICHMOND STREET	42' W OF CL RICHVIEW	67' E OF CL MAPLEROW	Walker	Walker	2	0.29	33	56
296	52ND STREET	E. OF PATTERSON	W. OF KRAFT	Cascade Twp	KCRC	2	0.92	22	57
297	CARL DRIVE	25'E. OF CL OF WB FULTON	CL OF GRAND RIVER DR.	Ada Twp	KCRC	2	0.34	22	57
298	MONROE AVENUE	OTTAWA	194' N OF CL FRANK	Grand Rapids	Grand Rapids	4	0.27	46	57
299	NORTHLAND DRIVE	CL 16 MILE	83' S. OF CL HALTON	Nelson Twp	KCRC	2	0.60	30	57
300	OBRIEN STREET	68'W. OF CL OF COVELL	23'W. OF BUTTERWORTH	Grand Rapids	Grand Rapids	2	0.53	30	57
301	PORTER STREET	WESTERN CITY LIMITS	25'W. OF CL OF BYRON CENT	Wyoming	Wyoming	2	0.49	34	57
302	RAMSDELL ROAD	CL OF 6 MILE	CL OF PICKEREL	Cannon Twp	KCRC	2	1.19	28	57
303	WEST RIVER DRIVE	CL KRACHER	1045' N CL KRACHER	Plainfield Twp	KCRC	5	0.20	460	57
304	12TH AVENUE	85'N. OF CL OF PORT SHELDON	25'S. OF CL OF EB CHICAGO DR	Georgetown Twp	OCRC	2	0.45	24	58
305	22 MILE ROAD	88'E. OF CL OF NORTHLAND	53'E. OF CL OF EAST LAKE	Village of Sand Lake	Village of Sand Lake	2	0.20	22	58
306	32ND STREET	29' E OF CL KALAMAZOO AVE	175' E OF CL SUNRISE	Grand Rapids	Grand Rapids	2	0.75	32	58
307	52ND STREET	15' E OF CL MORSE LAKE	55' E OF CL TIMPSON	Lowell Twp	KCRC	2	1.00	22	58
308	76TH STREET	12' E. OF CL EASTERN	2252' E. OF CL EASTERN	Gaines Twp	KCRC	2	0.43	22	58
309	CANNONSBURG ROAD	CL OF PETTIS AVE	CL OF MYERS LAKE RD	Cannon Twp	KCRC	2	1.50	31	58
310	CRAHEN AVENUE	43'N. OF CL OF FULTON	CL OF BRADFORD ST	Grand Rapids Twp	KCRC	2	1.06	30	58
311	DIVISION AVENUE	40'N. OF CL OF ROYAL GLEN	30'S OF CL OF 6 MILE	Plainfield Twp	KCRC	2	1.20	22	58
312	EASTERN AVENUE	843' N OF 52 ST	CL OF 44 ST	Kentwood	Kentwood	4	0.86	44	58
313	KNAPP STREET	CITY LIMITS	282'W. OF CL OF LEFFINGWELL	Grand Rapids Twp	KCRC	2	0.47	30	58
314	MARKET STREET	WESTBOUND I-96 RAMP	CL FRONTAGE	Grand Rapids	Grand Rapids	0	0.07	24	58
315	PETTIS AVENUE	CL OF DOGWOOD AVE	CL OF EGYPT VALLEY	Ada Twp	KCRC	2	1.35	32	58
316	PETTIS AVENUE	CL OF HONEY CREEK AVENUE	CL OF DOGWOOD AVENUE	Ada Twp	KCRC	2	1.04	24	58
317	PLAINFIELD AVENUE	35'N. OF CL OF LEONARD ST	156'N. OF CL OF ANN ST	Grand Rapids	Grand Rapids	2	0.88	42	58
318	TRUFANT AVENUE	CL GREGWARE	63' S.OF 22 MILE CL	Spencer Twp	KCRC	2	0.79	21	58
319	22 MILE ROAD	665' W OF CL ALGOMA	CL ALGOMA	Solon Twp	KCRC	2	0.13	22	59
320	28TH AVENUE	HUDSONVILLE CITY LIMIT	63'N. OF CL OF PORT SHELDON	Georgetown Twp	OCRC	2	0.16	25	59
321	6 MILE ROAD	CL OF PLEASANT CREEK AVE	14'W OF CL OF PINE ISLAND	Plainfield Twp	KCRC	2	0.33	34	59
322	8TH AVENUE	1230' N OF CL RANSOM ST	CL JACKSON ST	Jamestown Twp	OCRC	2	0.34	20	59
323	ALDEN NASH AVENUE	52' S. OF CL 36TH	32' N.OF CL EMERY	Lowell Twp	KCRC	2	1.25	30	59
324	BUCHANAN AVENUE	10' N OF CL CROFTON	23' S OF CL HALL ST	Grand Rapids	Grand Rapids	2	0.41	34	59
325	KALAMAZOO AVENUE	N. OF 76TH	3492' N. OF 76TH	Gaines Twp	KCRC	2	0.66	22	59
326	LEONARD STREET	CL OF WINTERWOOD DR	101'E. OF CL OF CRAHAN	Grand Rapids Twp	KCRC	2	0.35	30	59
327	PETTIS AVENUE	3500'S OF CL OF 2 MILE RD	10'S OF CL OF KNAPP ST	Ada Twp	KCRC	2	1.16	32	59
328	PETTIS AVENUE	CL OF EGYPT VALLEY AVE	3500'S OF CL OF 2 MILE	Ada Twp	KCRC	2	1.22	30	59
329	WALKER AVENUE	500' N OF NORTH RIDGE	70' S OF CL 4 MILE	Walker	Walker	2	0.21	22	59
330	WEST RIVER DRIVE	576' N OF CL OF BUTH ST	572' N OF CL SAMRICK	Plainfield Twp	KCRC	5	0.31	55	59
331	6 MILE ROAD	18'E. OF CL OF DIVISION	CL OF LARKIN AVE	Plainfield Twp	KCRC	2	0.16	32	60
332	7 MILE ROAD	EDA JEAN	24' W CL PINE ISLAND	Plainfield Twp	KCRC	2	0.57	24	60
333	ANN STREET	48' E OF CL TURNER	330' OF CL MONROE	Grand Rapids	Grand Rapids	4	0.46	44	60
334	CASCADE ROAD	START OF CASCADE TAPER	24'W. OF CL OF E BELTLINE	Grand Rapids Twp	KCRC	4	1.04	44	60
335	DIVISION AVENUE	25'N. OF CL OF 6 MILE RD	CL OF CHICORY	Plainfield Twp	KCRC	2	0.29	20	60
336	FILLMORE STREET	28'E. OF CL OF 48TH ST	CL OF 40TH AVE	Georgetown Twp	OCRC	2	1.00	24	60
337	FULLER AVENUE	15' N OF CL EDMONTON	34' S OF CL PLAINFIELD	Grand Rapids	GR/KCRC Turnback	4	1.21	46	60
338	FULTON STREET	41'W. OF CL OF JEFFERSON	250'E. OF CL OF UNION	Grand Rapids	Grand Rapids	4	0.54	44	60
339	LEONARD STREET	32'W. OF CL OF WHITE	CL OF SCRIBNER	Grand Rapids	GR/KCRC Turnback	4	1.13	48	60
340	RAMSDELL ROAD	CL OF PICKEREL RD.	279'S. OF CL OF GREELEY	Cannon Twp	KCRC	2	0.57	26	60
341	WILSON AVENUE	S OF 76TH STREET	CL 68TH STREET	Byron Twp	KCRC	2	1.02	24	60
342	44TH STREET	CL OF CLYDE PARK	31' W OF CL DIVISION	Wyoming	Wyoming	2	0.96	24	61
343	6 MILE ROAD	CL RUSCHE AVE	CL DIVISION AVE	Alpine Twp	KCRC	2	0.60	26	61
344	60TH STREET	11'E. OF CL OF EAST PARIS	15' W. OF CL OF PATTERSON	Gaines Twp	KCRC	2	0.99	22	61
345	76TH STREET	1270' W OF CL IVANREST	W OF BYRON CENTER	Byron Twp	KCRC	2	1.24	40	61
346	92ND STREET	401'W.OF PATTERSON CL	12' W. CL KRAFT	Caledonia Twp	KCRC	2	1.02	22	61
347	BALL CREEK AVENUE	CL FRUIT RIDGE	136'E OF CITY LIMITS SIGN	Tyrone Twp	KCRC	2	0.63	20	61
348	BUTTERWORTH DRIVE	CL OBRIEN	92' E OF CL MARION	Grand Rapids	Grand Rapids	2	0.72	36	61
349	LINCOLN LAKE AVENUE	CL STACEY	CL MACCLAIN	Oakfield Twp	KCRC	2	0.49	30	61
350	NORTH PARK STREET	760' W OF CL MONROE	272' E OF CL MONROE	Grand Rapids	GR/KCRC Turnback	2	0.20	48	61
351	PARNELL AVENUE	21N.OF SETTLEWOOD DR.	1221'N.OF SETTLEWOOD	Lowell Twp	KCRC	2	0.23	24	61
352	STATE STREET	CL 12 MILE ROAD	48' N OF CL ORCHARD ST	Sparta Twp	KCRC	4	0.55	48	61
353	TURNER AVENUE	75' S OF CL ANN ST	GRAND RAPIDS/WALKER LIMITS	Grand Rapids	Grand Rapids	4	0.91	48	61
354	WESTON STREET	25'E. OF CL OF MARKET	20'W. OF CL OF OTTAWA	Grand Rapids	Grand Rapids	2	0.08	40	61
355	52ND STREET	519' W OF CL WING	1219'E OF CL SETTLERS PAS	Kentwood	Kentwood	4	0.55	54	62
356	ALDEN NASH AVENUE	CL SEGWUN	CONCRETE BRIDGE	Lowell Twp	KCRC	2	0.39	24	62
357	ALPINE AVENUE	1307' S OF CL SCHULTZ	CL SCHULTZ	Sparta Twp	KCRC	2	0.25	24	62

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358	ALPINE AVENUE	SCHULTZ CL	292'N.OF 12 MILE CL	Sparta Twp	KCRC	2	0.80	32	62
359	CRAHEN AVENUE	CL OF BRADFORD ST	19'S. OF CL OF LEONARD ST	Grand Rapids Twp	KCRC	2	0.50	30	62
360	LEE STREET	22' E. OF CL OF BURLINGAM	21' W. OF CL OF GODFREY	Wyoming	Wyoming	1	0.70	19	62
361	LEONARD STREET	2232' W OF CL WILSON	1024' W OF CL WILSON	Walker	Walker	2	0.23	20	62
362	MAIN STREET	CL CHURCH	1713' E. OF CL CHURCH	Village of Caledonia	Village of Caledonia	2	0.32	33	62
363	PINE ISLAND DRIVE	15'N. OF CL OF W RIVER DR	430'N. OF CL OF PINEDELL	Plainfield Twp	KCRC	2	0.17	36	62
364	PINE ISLAND DRIVE	CL OF BUTH DRIVE	CL OF 7 MILE RD	Plainfield Twp	KCRC	2	0.31	24	62
365	WEST RIVER DRIVE	819' N. OF CL JUPITER	CL OF AUSTERLITZ	Plainfield Twp	KCRC	4	0.82	48	62
366	12TH AVENUE	204'N. OF CL OF WB CHICAGO DR	22'S. OF CL OF BALDWIN	Georgetown Twp	OCRC	2	0.74	25	63
367	52ND STREET	109' W OF CL SNOW	10' E OF CL MORSE LAKE	Lowell Twp	KCRC	2	1.00	21	63
368	52ND STREET	13'E. OF CL OF WILSON	CL OF IVANREST	Wyoming	Wyoming	2	0.98	28	63
369	BRETON AVENUE	119'S. OF CL OF HALL ST	30'S. OF CL OF LAKE DR	East Grand Rapids	East Grand Rapids	2	0.39	30	63
370	BUTTERWORTH DRIVE	245' W OF CL MAYNARD AVE	310' E OF CL MAYNARD AVE	Walker	Walker	2	0.11	25	63
371	CASCADE ROAD	20'E. OF CL OF E BELTLINE	815 W OF CL OF E PARIS	Grand Rapids Twp	KCRC	4	0.97	50	63
372	CASCADE ROAD	532' N OF CL 28TH ST	55' N OF CL BURTON	Cascade Twp	KCRC	4	0.31	56	63
373	COIT AVENUE	CL OF BAILEY PARK DRIVE	CL OF COIT AVE GRAVEL CO	Plainfield Twp	KCRC	2	1.12	30	63
374	FILLMORE STREET	CL OF 40TH AVE	CL OF 28TH ST	Georgetown Twp	OCRC	2	1.66	24	63
375	FULLER AVENUE	30' N OF CL LEONARD	28' S OF CL KNAPP	Grand Rapids	GR/KCRC Turnback	4	0.99	47	63
376	IONIA AVENUE	142' S OF CL FAIRBANKS	CL NEWBERRY	Grand Rapids	Grand Rapids	2	0.14	34	63
377	JUPITER AVENUE	135' NW OF PLAINFIELD	30' S OF CL COIT	Plainfield Twp	KCRC	4	1.34	48	63
378	LEE STREET	21' E OF CL BURLINGAME	21' W OF CL OF GODFREY	Wyoming	Wyoming	1	0.70	19	63
379	MADISON AVENUE	CL 28TH ST	17' S OF CL ALGER	Grand Rapids	Grand Rapids	2	0.51	40	63
380	20 MILE ROAD	CL TRENTON	11' W.OF CL ALGOMA	Solon Twp	KCRC	2	1.00	22	64
381	5 MILE ROAD	CL TIFFANY AVE	CL GAVIN LAKE	Grattan Twp	KCRC	2	1.23	26	64
382	BUTTERWORTH DRIVE	460'S OF CL V.MEMORIAL DR	607' S CL HALL ST	Walker	Walker	2	0.73	22	64
383	DIVISION AVENUE	130'S OF MEADOWFIELD LK	10'S OF CL OF 7 MILE	Plainfield Twp	KCRC	2	0.27	22	64
384	DIVISION AVENUE	CL OF 44TH ST.	CL OF 36TH ST.	KCRC in Cities	KCRC	5	1.00	55	64
385	DIVISION STREET	CL FREMONT	100' W OF WOLVERINE	Algoma Twp	KCRC	2	0.35	22	64
386	LEONARD STREET	CL OF E BELTLINE	CL OF WINTERWOOD DR	Grand Rapids Twp	KCRC	2	1.18	30	64
387	NORTHLAND DRIVE	CL 18 MILE	CL 19 MILE	Nelson Twp	KCRC	2	1.27	22	64
388	OBERLY ROAD	E.OF GRAND RIVER DR.	CL MONTCALM	Lowell Twp	KCRC	2	1.24	20	64
389	PATTERSON AVENUE	162' N. OF CL 108TH	12' S.OF CL 100TH	Caledonia Twp	KCRC	2	0.97	22	64
390	PETTIS ROAD	CL OF 4 MILE RD	11'S. OF CL OF 5 MILE RD	Cannon Twp	KCRC	2	0.99	22	64
391	RIVERTOWN PARKWAY	CL OF CANAL AVE	CL OF POTOMAC	KCRC in Cities	KCRC	3	1.01	44	64
392	100TH STREET	PV JT E OF KENOWA	PV JT W OF WILSON	Byron Twp	KCRC	2	1.04	24	65
393	14TH AVENUE	1471'E. OF CL OF 16TH AVE	244'N. OF CL OF PARSONS	Georgetown Twp	OCRC	2	0.23	24	65
394	28TH STREET	CL KRAFT	6' E. OF CL JACKSMITH	Cascade Twp	KCRC	5	1.21	60	65
395	3 MILE ROAD	465' W OF CL WILSON AVE	836' W OF CL NOLAN	Walker	Walker	4	0.19	44	65
396	36TH STREET	28' E. OF CL OF BYRON CTR	CL OF BURLINGAME	Wyoming	Wyoming	4	1.00	44	65
397	4 MILE ROAD	25'E. OF CL OF COIT AVE	70'W. OF CL OF PLAINFIELD	Plainfield Twp	KCRC	3	1.06	40	65
398	7 MILE ROAD	24' E OF CL NB ALPINE AVE	437' W OF CL VINTON AVE	Alpine Twp	KCRC	2	0.19	26	65
399	84TH STREET	CL BERGY AVE	W. OF ALDEN NASH	Bowne Twp	KCRC	2	0.99	24	65
400	CANNONSBURG ROAD	CL OF SUNFISH LAKE AVE	CL OF RAMSDELL RD	Cannon Twp	KCRC	2	0.77	24	65
401	JUPITER AVENUE	32' N OF CL WEST RIVER	18' S OF CL ROUGE RIVER	Plainfield Twp	KCRC	2	0.54	32	65
402	MYERS LAKE AVE	CL 16 MILE	12' S. OF CL 17 MILE	Nelson Twp	KCRC	2	1.00	20	65
403	NORTHLAND DRIVE	1045' N OF 14 MILE	CL 16 MILE RD	Algoma Twp	KCRC	2	1.67	30	65
404	NORTHLAND DRIVE	CL 19 MILE	95' N. OF CL COAN	Nelson Twp	KCRC	2	0.88	24	65
405	OAKLEIGH AVENUE	22'N. OF CL OF LEONARD ST	62'S. OF CL OF RICHMOND	Grand Rapids	Grand Rapids	2	0.48	30	65
406	SIXTH STREET	149' E OF CL DAVIS	W OF CL TURNER	Grand Rapids	Grand Rapids	1	0.30	28	65
407	THORNAPPLE RIVER DRIVE	S OF 48TH	S OF I96 BRIDGE	Cascade Twp	KCRC	2	1.36	24	65
408	28TH STREET	6' E. OF CL JACKSMITH	35' W OF CL CASCADE RD	Cascade Twp	KCRC	4	0.29	48	66
409	44TH STREET	100' E OF CL KENOWA	E. END OF I-96 BRIDGE	KCRC in Cities	KCRC	4	0.38	40	66
410	BURLINGAME AVENUE	38'N. OF CL OF 28TH ST.	CL OF BURTON	Wyoming	Wyoming	4	1.00	44	66
411	BUTTERWORTH DRIVE	730' N CL HALL ST	245' W OF CL MAYNARD AVE	Walker	Walker	2	1.02	20	66
412	CANNONSBURG ROAD	CL OF CHAUNCEY	CL OF PETTIS ROAD	Cannon Twp	KCRC	2	0.98	32	66
413	CANNONSBURG ROAD	CL OF MYERS LAKE	CL OF SUNFISH LAKE AVE	Cannon Twp	KCRC	2	0.99	32	66
414	GRAND RIVER DRIVE	CL OF GRAND RIVER CT (W)	1032' E CL GRAND RIVER CT	Plainfield Twp	KCRC	2	0.20	24	66
415	HILLSIDE DRIVE	28' E OF CL ALPINE AVE	45' E OF CL HILLSIDE DR	Walker	Walker	4	0.25	48	66
416	LINCOLN LAKE AVE	CL 3 MILE RD	CL 4 MILE RD	Vergennes Twp	KCRC	2	0.89	30	66
417	LINCOLN LAKE AVENUE	CL MACCLAIN	CL 16 MILE	Oakfield Twp	KCRC	2	0.55	28	66
418	MYERS LAKE AVE.	55'N. 10 MILE ROAD	44' S. CL. 11 MILE ROAD	Courtland Twp	KCRC	2	1.03	24	66
419	NEW HOLLAND STREET	325' N OF CL HIGHLAND	CL 36TH AVE	Hudsonville	Hudsonville	2	0.33	36	66
420	NEW HOLLAND STREET	CL 36TH AVE	598'E OF CL 36TH AVE	Hudsonville	Hudsonville	2	0.11	31	66
421	PARNELL AVENUE	1221'N.OF SETTLEWOOD	S. OF FOREMAN	Lowell Twp	KCRC	2	0.73	24	66
422	PATTERSON AVENUE	299'S. OF CL OF 52ND ST	53'S. OF CL OF 44TH ST	KCRC in Cities	KCRC	5	1.06	60	66
423	SEWARD AVENUE	13' N OF CL SIXTH ST	25' S OF CL LEONARD	Grand Rapids	Grand Rapids	4	0.55	44	66
424	WHITNEYVILLE AVENUE	11' S OF CL 52ND	CL 45TH	Cascade Twp	KCRC	2	1.00	38	66
425	10 MILE ROAD	YOUNG AVE. CL	56'W. OF RAMSDELL AVE.CL	Courtland Twp	KCRC	2	1.48	28	67
426	18TH AVENUE	23'N. OF CL OF W CHICAGO	23'S. OF CL OF ROSEWOOD	Georgetown Twp	OCRC	2	0.45	24	67
427	20TH AVENUE	53'N. OF CL OF BALDWIN ST	198'N. OF CL OF NEWCASTLE	Georgetown Twp	OCRC	4	0.56	44	67
428	5 MILE ROAD	41' W. OF CL BEDAKI	51' W. OF CL LINCOLN LAKE	Grattan Twp	KCRC	2	1.20	32	67
429	52ND STREET	CL STAUFFER	496' W OF BRETON AVE	Kentwood	Kentwood	4	0.49	44	67

Pavement Management System Eligible Project Segments

430	68TH STREET	12' E. OF CL DIVISION	12' W. OF CL EASTERN	Gaines Twp	KCRC	4	0.96	40	67
431	76TH STREET	E OF WILSON	W OF HOMERICH	Byron Twp	KCRC	2	0.49	24	67
432	ANN STREET	55' E OF CL WILL	48' E OF CL TURNER	Grand Rapids	Grand Rapids	4	0.11	44	67
433	BYRON CENTER AVENUE	CL OF 36TH ST.	30'S. OF CL OF 28TH ST.	Wyoming	Wyoming	4	1.00	44	67
434	FILLMORE STREET	154'W OF CL 72ND AVE	281' E OF CL 68TH AVE	Allendale Twp	OCRC	2	0.58	24	67
435	FOREST HILLS AVENUE	310'N. OF CL OF ENGLSIDE	895'N. OF CL OF ENGLSIDE	Kentwood	Kentwood	2	0.11	24	67
436	HALL STREET (WB)	328' E. OF CL CONLON	CL OF BRETON	East Grand Rapids	East Grand Rapids	1	0.35	18	67
437	LINCOLN LAKE AVENUE	CL 17 MILE CL	194' N.OF 18 MILE CL	Spencer Twp	KCRC	2	0.93	28	67
438	LINCOLN LAKE AVENUE	CL 4 MILE ROAD	56' N.OF CL 5 MILE	Grattan Twp	KCRC	2	1.01	32	67
439	NORTH PARK STREET	25' E OF WEST RIVER DRIVE	500' W OF CL BIRGG/MONROE	Walker	Walker	4	0.48	44	67
440	OBRIEN STREET	30' E OF CL FENNESSY	CL LINACRE	Walker	Walker	2	0.93	23	67
441	RICHMOND STREET	67' E OF CL MAPLEROW	123' E OF CL MULLINS	Walker	Walker	2	0.31	33	67
442	ROGUE RIVER	11'E. OF CL OF BELMONT	CL OF PACKER	Plainfield Twp	KCRC	2	1.05	28	67
443	SPAULDING AVENUE	2389' S OF EB M21	30' S OF EB M-21	Ada Twp	KCRC	4	0.45	44	67
444	STATE STREET	48' N OF CL ORCHARD RD	40' S OF CL TERRACE	Sparta Twp	KCRC	2	0.54	35	67
445	WALKER AVENUE	CITY LIMITS	260' N OF CL SHARP	Walker	Walker	4	0.37	44	67
446	WALKER AVENUE	CL WALDORF	30' S OF CL 3 MILE	Walker	Walker	4	0.52	44	67
447	10 MILE ROAD	70'E.OF MYERS LAKE CL	YOUNG AVE. CL	Courtland Twp	KCRC	2	1.49	28	68
448	10 MILE ROAD	S.BAUMHOFF CL	1839'E.OF S.BAUMHOFF CL	Sparta Twp	KCRC	2	0.35	30	68
449	52ND STREET	12'E. OF CL OF BYRON	565'E. OF CL OF BYRON CEN	Wyoming	Wyoming	2	0.10	24	68
450	52ND STREET	196' E OF CL BRETON AVE	519' W OF CL WING	Kentwood	Kentwood	4	0.31	54	68
451	84TH STREET	404' W OF CL MERTON	E OF BYRON CENTER AVE.	Byron Twp	KCRC	2	0.30	38	68
452	ALPINE AVENUE	33' S OF CL ANN ST	187' S CL HILLSIDE	Walker	Walker	5	0.48	54	68
453	ALPINE AVENUE	46' N OF CL LEONARD	34' N OF CL CROSBY	Grand Rapids	Grand Rapids	2	0.12	40	68
454	CLYDE PARK AVENUE	33' N OF CL 84TH ST	2723' N OF CL 84TH ST	Byron Twp	KCRC	2	0.51	22	68
455	CLYDE PARK AVENUE	CL 68TH STREET	CL 60TH STREET	Byron Twp	KCRC	3	0.98	48	68
456	COIT AVENUE	CL OF FOREST RIDGE	20'N.W. OF CL OF PLAINFIELD	Plainfield Twp	KCRC	2	1.01	30	68
457	COVELL AVENUE	16' N OF CL O'BRIEN ST	CL FULTON ST	Walker	Walker	2	0.50	24	68
458	EAST PARIS AVENUE	44' NE OF CL SWANK	23' S OF CL 36TH ST	Kentwood	Kentwood	2	0.42	22	68
459	EASTERN AVENUE	63' N OF CL OF HARDWICK	843'N. OF CL OF 52ND ST	Kentwood	Kentwood	5	0.38	55	68
460	FILLMORE STREET	CL OF 28TH AVE	349'E. OF CL OF VICTOR	Georgetown Twp	OCRC	2	1.06	26	68
461	FOREST HILLS AVENUE	28'N. OF CL OF BURTON ST	310'N. OF CL OF ENGLSIDE	Kentwood	Kentwood	2	0.18	32	68
462	HALL STREET (EB)	CL OF BRETON	328' E. OF CL CONLON	East Grand Rapids	East Grand Rapids	1	0.35	18	68
463	LINCOLN LAKE AVENUE	2556' N OF CL HEFFRON	CL 10 MILE	Grattan Twp	KCRC	2	0.28	28	68
464	LINCOLN LAKE AVENUE	57'N.OF OLD 14 MILE CL	CL STACEY	Oakfield Twp	KCRC	2	1.00	28	68
465	LINCOLN LAKE AVENUE	CL 16 MILE RD	CL 17 MILE RD	Spencer Twp	KCRC	2	1.00	30	68
466	MAIN STREET	RUSCO STREET	NORTH CITY LIMIT SIGN	Village of Kent City	Village of Kent City	2	1.18	24	68
467	MAYNARD AVENUE	12' N OF CL OBRIEN	61' S OF CL LAKE MI DR	Walker	Walker	2	1.00	20	68
468	MEDDLER AVENUE	93'N.OF LINCOLN LK TR CL	859'N.OF LINCOLN LK TR CL	Spencer Twp	KCRC	2	0.15	22	68
469	OBRIEN STREET	370' E OF CL MAYNARD (S)	900' E OF CL COLLINDALE	Walker	Walker	2	0.45	25	68
470	PARNELL AVE	54' S OF CL BAILEY DR	CL MCPHERSON	Vergennes Twp	KCRC	2	1.01	26	68
471	SPAULDING AVENUE	N. OF CL BURTON	4650' N OF BURTON	Cascade Twp	KCRC	2	0.88	22	68
472	15 MILE ROAD	18'E.OF KENOWA CL	62'W.OF FRUIT RIDGE CL	Sparta Twp	KCRC	2	0.98	32	69
473	BAUER STREET	CL OF 28TH AVE	CL OF 20TH AVE	Georgetown Twp	OCRC	2	1.03	28	69
474	BUCHANAN AVENUE	60' N OF CL CENTERFILED	25' S OF CL BURTON	Grand Rapids	Grand Rapids	2	0.50	31	69
475	LEONARD STREET	CL SUNSET HILLS	CL NIXON	Walker	Walker	3	0.43	44	69
476	PETTIS ROAD	42'N. OF CL OF 5 MILE RD	708'S. OF CL OF CANNONSB.	Cannon Twp	KCRC	2	0.85	24	69
477	SCRIBNER AVENUE	42' N OF CL FOURTH	943' N OF CL TENTH	Grand Rapids	Grand Rapids	2	0.55	40	69
478	WILSON AVENUE	30' N OF CL REMEMBRANCE D	430' S OF CL 3 MILE	Walker	Walker	4	0.39	44	69
479	44TH STREET	CL OF BRETON AVE	CL OF SHAFFER AVE	KCRC in Cities	KCRC	2	1.00	22	70
480	5 MILE ROAD	CL OF GILES AVE	CL OF TIFFANY	Cannon Twp	KCRC	2	1.00	32	70
481	52ND STREET	399' W OF CL BRETON AVE	196' E OF CL BRETON AVE	Kentwood	Kentwood	5	0.13	54	70
482	52ND STREET	9'E. OF CL OF CANAL	12'W. OF CL OF WILSON	Wyoming	Wyoming	2	0.50	28	70
483	7 MILE ROAD	437' W OF CL VINTON AVE	180' E OF CL BLOWERS	Alpine Twp	KCRC	2	0.31	26	70
484	76TH STREET	E.OF HOMERICH	1270' W. OF IVANREST	Byron Twp	KCRC	2	0.26	24	70
485	8TH AVENUE	32'N. OF CL OF 44TH ST	22'S. OF CL OF PORT SHELDON	Georgetown Twp	OCRC	2	0.53	28	70
486	BALSAM STREET	15'N OF CL WB CHICAGO	CL HOPE ST	Hudsonville	Hudsonville	4	0.78	44	70
487	BYRON CENTER AVENUE	CL OF 52ND ST	31' S OF 44TH ST	Wyoming	Wyoming	2	1.00	24	70
488	COURTLAND DR	CL OF 11 MILE (W)	53'S OF CL OF 11 MILE (E)	Courtland Twp	KCRC	2	0.24	26	70
489	FALLSBURG PARK DRIVE	24'E OF CL LINCOLN LAKE A	750' E OF CL BECKWITH	Vergennes Twp	KCRC	2	0.23	30	70
490	FULLER AVENUE	65' N OF CL MICHIGAN AVE	118'N OF CL 196(E)OFF RAM	Grand Rapids	GR/KCRC Turnback	4	0.21	54	70
491	GRAND RIVER DRIVE	43'W OF CL OF FULTON ST	CL OF ALTA DALE AVE	Ada Twp	KCRC	2	1.25	24	70
492	GRAND RIVER DRIVE	CL OF ALTA DALE AVE	CL OF CARL	Ada Twp	KCRC	2	0.36	24	70
493	LAKESIDE DRIVE	20'N. OF CL OF LAKE DR	CL OF WEALTHY	East Grand Rapids	East Grand Rapids	2	0.24	40	70
494	LEONARD STREET	337'E OF CL SAND CREEK TR	CL 8TH AVENUE	Tallmadge Twp	OCRC	2	1.15	24	70
495	LINCOLN LAKE AVENUE	CL HEFFRON	2566' N. OF CL HEFFRON	Grattan Twp	KCRC	2	0.49	30	70
496	MADISON AVENUE	235'S OF CL OF 32ND ST.	417'N.OF CL OF 32ND ST.	Wyoming	Wyoming	5	0.13	54	70
497	PRAIRE PARKWAY	28' E OF CL OF BYRON CENT	27'W. OF CL OF BURLINGAME	Wyoming	Wyoming	2	1.07	22	70
498	WEST RIVER DRIVE	24' N OF CL TURNER	300' N OF CL LANKAMP	Walker	Walker	5	0.31	55	70

Project Listings

This section lists all federal, state and locally funded projects planned for fiscal years 2006 through 2008 in the Grand Rapids Metropolitan Area. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by year, funding program and then by jurisdiction. Following the project listings section are three maps (one map per fiscal year) with local and MDOT projects geographically placed on the map within the MPO area. Being that the Transit projects are capital improvement type projects they were not graphically illustrated. A list of acronyms for funding categories is available in the appendix.

This three year program is updated every two years as required by TEA-21 and can be amended by majority vote from the GVMC TIP, Technical and Policy Committees.

Following the mapped portion of the project listings section is a list of projects that were nominated to receive funding through either STP Urban or EDF-C that was not programmed because there was a lack of funding resources to program the projects in this current TIP. These projects will remain on these lists until: 1.) more funding becomes available in a particular year, 2.) if a currently programmed project drops completely out of the TIP, 3.) the development of the next TIP (FY2008 – 2010) where these projects could be programmed, or 4.) if the maintenance jurisdiction chooses to build the project with local funds.

Draft FY2006 Local Projects

STP - FY 2006 (TARGET = \$6,074,321)									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	Kalamazoo Avenue*	CL of 36th St to 28th St	Resurface	Grand Rapids	1.00	\$616,044	\$263,956	\$880,000	New Project
	Planning Studies	Various Studies	N/A	GVMC	0.00	\$200,000	\$50,000	\$250,000	On Schedule
74885	Division Avenue*	Burton to Crofton	Reconstruct Existing	Grand Rapids	0.50	\$1,400,100	\$599,900	\$2,000,000	On Schedule
	Hall Street***	12' E of Cl of Buchanan to 22' W of Cl of Division	Reconstruct	Grand Rapids	0.24	\$494,100	\$315,900	\$810,000	NEW - 61% FED
74886	Madison Avenue	32nd to 28th	Rotomill/resurfacing	Wyoming	0.33	\$250,000	\$107,143	\$357,143	On Schedule
74887	Ottawa Avenue*	Michigan to Mason	Resurfacing	Grand Rapids	0.54	\$182,013	\$77,987	\$260,000	On Schedule
56389	Lake Drive*	Plymouth to Bagley	Reconstruct Existing	East Grand Rapids	0.53	\$300,000	\$500,000	\$800,000	Moved from FY2004
	Muskegon Street (17 Mile Rd)*	E. of Main St. to 205' E. of Cl.	Reconstruct Existing	Cedar Springs	0.51	\$409,862	\$175,613	\$585,475	New Project
	Division Avenue***	60th to 68th St.	Reconstruct & Widen to 5 Lns	KCRC	1.00	\$1,220,000	\$780,000	\$2,000,000	NEW - 61% FED
74894	Ivanrest Avenue*	28th to Chicago Drive	Resurfacing	Grandville	0.34	\$105,008	\$44,993	\$150,000	On Schedule
74895	Fuller Avenue*	19' N. of CL of Wealthy to 33' S. of CL Lake Dr.	Rotomill/resurfacing	KCRC in Cities	0.2	\$77,006	\$32,995	\$110,000	On Schedule
74896	28th Street	Kraft To Cascade	Rotomill/resurfacing	KCRC	1.50	\$750,000	\$187,500	\$937,500	On Schedule
	Walker Avenue*	I-96 WB Ramps to I-96 EB Ramps	Reconstruct & Widen to 6 Lanes (Bridge)	Walker	0.05	\$75,000	\$32,135	\$107,135	New Project
TOTAL PROGRAMMED						\$6,079,132	\$3,168,121	\$9,247,253	
CARRY OVER \$\$							-\$4,811		

* = 70.005%/29.995% FEDERAL/LOCAL MATCH

*** = 61%/39% FEDERAL/LOCAL MATCH

EDFC - FY 2006 (TARGET = \$3,607,000)									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	Wilson Avenue**	52nd Street to 56th Street	Widen to 4 Lanes with Median	Wyoming	0.50	\$1,050,600	\$449,400	\$1,500,000	New Project
74898	Wilson Avenue**	52nd Street North 1400'	Widen to 4 Lanes with Median	Wyoming	0.38	\$770,440	\$329,560	\$1,100,000	On Schedule
	Wilson Avenue**	56th Street to South City Limit	Widen to 4 Lanes with Median	Wyoming	0.38	\$700,400	\$299,600	\$1,000,000	New Project
	Wilson Avenue**	M-6 to Wyoming City Limits	Reconstruct & Widen to 5 Lns	KCRC	0.25	\$350,200	\$149,800	\$500,000	New Project
74901	44th Street**	At Ivanrest	Construct Indirect turns	Grandville	0.50	\$385,220	\$164,780	\$550,000	On Schedule
	Walker Avenue**	I-96 WB Ramps to I-96 EB Ramps	Reconstruct & Widen to 6 Lanes (Bridge)	Walker	0.05	\$350,200	\$149,800	\$500,000	New Project
TOTAL PROGRAMMED						\$3,607,060	\$943,740	\$3,150,000	
CARRY OVER \$\$							-\$60		

** = 70.004%/29.96% FEDERAL/LOCAL MATCH

LOCAL FUNDED OR OTHER CATEGORY FUNDED PROJECTS									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS	
West River Drive	Pine Island to Samrick	Add Center Turn Lane	KCRC/Plainfield	1.45			\$1,500,000	Moved from 2005	
68th Street	Clyde Park to Burlingame	Widen from 2 to 5 Lanes	KCRC	1.00			\$1,000,000		

STPR - FY 2006 (TARGET = \$560,824)									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
74849	Patterson Avenue*	84th to 92nd	Reconstruct Existing	KCRC	1.00	\$536,674	\$463,326	\$1,000,000	
74847	Paratransit Van*	Interurban Transit Partnership	Rural Area	ITP		\$24,150	\$20,850	\$45,000	
TOTAL PROGRAMMED						\$560,824	\$484,176	\$1,045,000	
CARRY OVER \$\$							\$0		

* = 53.6674%/46.3326% Federal/Local Match

5310 FUNDS - FY 2006									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	(2) Medium Duty Buses	MPO Area	Purchase 2 Buses	Hope Network		\$131,200	\$32,800	\$164,000	
	(2) Cutaways	MPO Area	Purchase 2 Cutaways	Hope Network		\$96,000	\$24,000	\$120,000	
	Computer Hardware	MPO Area	Purchase Computer Hardware	Senior Neighbors		\$6,872	\$1,718	\$8,590	
TOTAL PROGRAMMED						\$234,072	\$58,518	\$292,590	

Draft FY2007 Local Projects

STP - FY 2007 (TARGET = \$6,195,807)									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
74892	Main Street*	60' N. CL of Courtland to 40' W. CL of Northland	Reconstruct Existing	Rockford	0.81	\$514,500	\$220,500	\$735,000	Moved From FY2006
	Division Avenue*	68th St to 76th St	Reconstruct & Widen to 5 Lns	KCRC	1.00	\$1,400,000	\$600,000	\$2,000,000	
	Baldwin Street*	20th to 28th Avenue	Resurface and Widen to 5 Lns	OCRC	1.00	\$700,000	\$300,000	\$1,000,000	
	East Paris Avenue*	52nd Street to 60th Street	Reconstruct	Kentwood	0.90	\$700,000	\$300,000	\$1,000,000	
	Hall Street*	Breton to Lake	Resurface	East Grand Rapids	0.57	\$147,490	\$63,210	\$210,700	
	Monroe Avenue*	194' North of Frank Street to North of Palmer Street	Reconstruct	Grand Rapids	0.59	\$1,617,000	\$693,000	\$2,310,000	
	Prairie Parkway*	Wilson Avenue to Wallace Street	Resurface	Grandville	0.90	\$157,500	\$67,500	\$225,000	
	Planning Studies	Various Studies	N/A	GVMC	0.00	\$250,000	\$62,500	\$312,500	
	Cherry Street*	CL of Jefferson to CL of Prospect	Reconstruct	Grand Rapids	0.19	\$448,000	\$192,000	\$640,000	
	Cascade Road*	36th St to Whitneyville Ave	Resurface	KCRC	0.83	\$280,000	\$120,000	\$400,000	
TOTAL PROGRAMMED						\$6,214,490	\$2,618,710	\$8,833,200	
CARRYOVER \$\$								-\$18,683	

* = 70%/30% FEDERAL/LOCAL MATCH

EDFC - FY 2007 (TARGET = \$3,607,000)									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	West River Drive**	Samrick Ave to Jupiter Ave	Reconstruct & Widen to 5 Lns	KCRC	1.00	\$1,060,905	\$439,095	\$1,500,000	New Project
74899	Knapp Street**	Wyndham Hill Drive to East City Limits	Widen 2 to 4 lanes	Grand Rapids	0.76	\$1,485,267	\$614,733	\$2,100,000	Moved From FY2006
74897	Northland Drive**	12 Mile to 13 Mile	Reconstruct and Widen 2 to 5 Lanes	KCRC	0.89	\$1,060,905	\$439,095	\$1,500,000	Moved From FY2006
TOTAL Programmed						\$3,607,077	\$1,492,923	\$5,100,000	
Carryover \$\$								-\$77	

** = 70.727%/30% FEDERAL/LOCAL MATCH

LOCAL FUNDED OR OTHER CATEGORY FUNDED PROJECTS									
PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS	
76th Street	Eastern to Kalamazoo	Widen from 2 to 3 Lanes	KCRC	1			\$2,000,000		
100th Street	US-131 to Division	Widen from 2 to 3 Lanes	KCRC	0.25			\$1,500,000		

STPR - FY 2007 (TARGET = \$572,040)									
JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	Main Street*	Ash Street to Kinsey	Reconstruct Existing	Caledonia	0.38	\$398,817	\$343,683	\$742,500	
	2 Vehicles*	Hope Network	71-4107 & 71-4109	Hope Network	0.00	\$64,455	\$55,545	\$120,000	
	Waterloo Street*	831' East of Main to the West City Limits	Resurface	Casnovia	0.29	\$37,599	\$32,401	\$70,000	
	Kenowa Avenue*	12' N. of CL of M37/46 to 16' S. of Waterloo	Resurface	Casnovia	0.23	\$37,599	\$32,401	\$70,000	
	1 Paratransit Vehicle*	Interurban Transit Partnership	Vehicles used for JARC	ITP	0.00	\$29,542	\$25,458	\$55,000	
	Office Equipment*	American Red Cross Transportation Services	2 Comps., 1 Print., 1 Copy Mach.	AMRC	0.00	\$4,028	\$3,472	\$7,500	
TOTAL						\$572,040	\$492,960	\$1,065,000	

* = 53.7127%/46.2873% Federal/Local Match

Draft FY2008 Local Projects

STP - FY 2008 (TARGET = \$6,319,723)

JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	Rivertown Parkway*	Ivanrest to Wilson	Resurface	Grandville	1.00	\$450,000	\$300,000	\$750,000	
	68th Street*	Division Ave to Kalamazoo	Resurface	KCRC	2.00	\$450,000	\$300,000	\$750,000	
	28th Avenue*	Hudsonville City Limits to Baldwin Street	Reconstruct and Widen to 5 Lns.	OCRC	1.40	\$1,440,000	\$960,000	\$2,400,000	
	Wealthy Street*	26' E of CL of Division to 26' E of CL of Lafayette	Reconstruct	Grand Rapids	0.30	\$654,000	\$436,000	\$1,090,000	
	Kalamazoo Avenue*	60th Street to 52nd Street	Reconst. and Widen to 4 Ln Blvd	Kentwood/KCRC	1.00	\$1,200,000	\$800,000	\$2,000,000	
	Wealthy Street*	West City Limits to Plymouth	Resurface	East Grand Rapids	0.27	\$70,560	\$47,040	\$117,600	
	Planning Studies	Various Studies	N/A	GVMC	0.00	\$250,000	\$62,500	\$312,500	
	Fuller Avenue*	Franklin St to 19' S of CL of Wealthy	Reconstruct	Grand Rapids	0.55	\$948,000	\$632,000	\$1,580,000	
	Leonard Street*	31' W of CL of Carpenter to CL of Oakleigh	Reconstruct	Grand Rapids	0.39	\$792,000	\$528,000	\$1,320,000	
TOTAL PROGRAMMED						\$6,254,560	\$4,065,540	\$10,320,100	
CARRYOVER \$\$							\$65,163		

* = 60%/40% FEDERAL/LOCAL MATCH

EDFC - FY 2008 (TARGET = \$3,607,000)

JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	44th Street**	Clyde Park to 500' West	Widen to 6 Lanes	Wyoming	0.09	\$350,000	\$150,000	\$500,000	
	Northland Drive**	13 Mile Rd to 14 Mile Rd (M-57)	Reconstruct & Widen to 5 Lns	KCRC	1.22	\$1,400,000	\$600,000	\$2,000,000	
	10 Mile Road**	2700' West of Wolven to Childsdale Ave	Reconstruct & Widen to 5 Lns	KCRC	1.25	\$1,400,000	\$600,000	\$2,000,000	
	East Paris Avenue**	36th Street to Swank Drive	Reconstruct & Widen to 4 Lanes	Kentwood	0.42	\$525,000	\$225,000	\$750,000	
TOTAL PROGRAMMED						\$3,675,000	\$1,575,000	\$5,250,000	
CARRYOVER \$\$							-\$68,000		

** = 70%/30% FEDERAL/LOCAL MATCH

LOCAL FUNDED OR OTHER CATEGORY FUNDED PROJECTS

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	TOTAL
4 Mile Road	Baumoff to Cordes	Widen from 2 to 4/5 Lanes	KCRC	1.00	\$2,000,000

STPR - FY 2008 (TARGET = \$583,481)

JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
	Patterson Avenue*	92nd to 100th	Reconstruct Existing	KCRC	1.00	\$523,301	\$476,699	\$1,000,000	
	1 Paratransit Vehicle*	Interurban Transit Partnership	Vehicles used for JARC	ITP	0.00	\$28,782	\$26,218	\$55,000	
	1 Vehicles*	Hope Network	71-4234	Hope Network	0.00	\$31,398	\$28,602	\$60,000	
TOTAL						\$583,481	\$531,519	\$1,115,000	

* = 52.3301%/47.6699% Federal/Local Match

Map 1 FY2006

Map 2 FY2007

Map 3 FY2008

STP Urban Eligible Pool of Projects not Programmed

YEAR OF STPU POOL FUND	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL/ STATE	NON-FED	TOTAL	COMMENTS
2006	52nd Street	Division to Eastern	Resurface	Kentwood	0.77	\$344,000	\$86,000	\$430,000	
2006	36th Street	Canal to Kenowa Avenue	Resurface	Grandville	0.60	\$160,000	\$40,000	\$200,000	
2006	Kalamazoo Avenue	708' N of CL of 44th St to 3' S of CL of 42nd St	Resurface	Grand Rapids	0.13	\$456,000	\$114,000	\$570,000	
2006	68th Street	Burlingame Ave to Clyde Park Ave	Reconstruct & Widen to 5 Lns	KCRC	1.00	\$800,000	\$200,000	\$1,000,000	
2006	44th Street	Shaffer Ave Intersection	Reconstruct & Indirect Left Turns	KCRC	0.01	\$480,000	\$120,000	\$600,000	Seeking CMAQ Funds
2006	76th Street	Wilson Ave Intersection	Capacity/Safety Impr.	KCRC	0.01	\$320,000	\$80,000	\$400,000	Received STP Safety funds
2006	Patterson Avenue	36th St. to 44th St	Resurface	KCRC	1.00	\$400,000	\$100,000	\$500,000	
2006	Hall St	CL of Kalamazoo to 83' of CL of Sylvan	Resurface	Grand Rapids	0.77	\$376,000	\$94,000	\$470,000	
2007	Fillmore Street/Cottonwood Drive	48th Avenue to Taylor Street	Resurface	OCRC	4.50	\$560,000	\$140,000	\$700,000	
2007	Leonard Street	County Line to 24th Avenue	Resurface	OCRC	3.20	\$320,000	\$80,000	\$400,000	
2007	Eastern Avenue	60th to 44th Street	Resurface	Kentwood	2.00	\$640,000	\$160,000	\$800,000	
2007	State St	30' E of CL of Jefferson to 160' W of CL of Lafayette	Reconstruct	Grand Rapids	0.17	\$480,000	\$120,000	\$600,000	
2007	Lake Michigan Drive	Fulton St Turnoff to Garfield	Resurface	Grand Rapids	0.27	\$136,000	\$34,000	\$170,000	
2007	Knapp Street	26' E of CL of Plainfield to Diamond Ave	Reconstruct	Grand Rapids	0.69	\$1,416,000	\$354,000	\$1,770,000	
2007	Kalamazoo Avenue	CL of 36th St to 28th St	Resurface	Grand Rapids	1.00	\$704,000	\$176,000	\$880,000	
2007	76th Street	Eastern Ave to Kalamazoo Ave	Reconstruct & Widen to 3 Lns	KCRC	1.00	\$1,600,000	\$400,000	\$2,000,000	
2007	Patterson Avenue	28th St to 36th St	Resurface	KCRC	1.00	\$560,000	\$140,000	\$700,000	
2007	68th Street	Kalamazoo Ave to east Mill Run Dr	Resurface	KCRC	2.50	\$600,000	\$150,000	\$750,000	Majority of Segment PCI 91
2008	14th Avenue/VanBuren Street	44th Street to 22nd Avenue	Resurface	OCRC	2.00	\$200,000	\$50,000	\$250,000	
2008	44th Street	Eastern to Kalamazoo	Resurface	Kentwood/KCRC	1.00	\$320,000	\$80,000	\$400,000	
2008	Ivanrest Avenue	Rivertown Parkway to South City Limits	Resurface	Grandville	0.42	\$180,000	\$45,000	\$225,000	
2008	Wealthy St	26' E of CL of Lafayette to CL of Eastern	Reconstruct	Grand Rapids	0.63	\$1,704,000	\$426,000	\$2,130,000	
2008	Walker Ave	32' N of CL of Leonard St to City Limits	Resurface	Grand Rapids	1.20	\$392,000	\$98,000	\$490,000	
2008	Plainfield Ave	CL of Three Mile Road to eastbound I-96 Ramp	Resurface	Grand Rapids	0.65	\$312,000	\$78,000	\$390,000	
2008	Knapp Street	Diamond to 52' W of CL of Fuller	Reconstruct	Grand Rapids	0.31	\$656,000	\$164,000	\$820,000	
2008	Plymouth Ave	26' No of CL of Burton St to 12' S of CL of Boston	Reconstruct	Grand Rapids	0.50	\$1,352,000	\$338,000	\$1,690,000	
2008	Kalamazoo Avenue	44th St to 52nd St	Reconstruct & Widen to 5 Lns	KCRC	1.00	\$1,200,000	\$300,000	\$1,500,000	
2008	Patterson Avenue	44th St to Broadmoor Ave (M-37)	Resurface	KCRC	1.55	\$480,000	\$120,000	\$600,000	
TOTAL POOL \$\$						\$17,148,000	\$4,287,000	\$21,435,000	

EDFC Eligible Pool of Projects not Programmed

YEAR OF EDFC - POOL FUND	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL	COMMENTS
2006	West River Drive	Pine Island Dr to Safety Dr	Reconstruct & Widen to 5 Lns	KCRC	1.46	\$1,200,000	\$300,000	\$1,500,000	
2008	44th Street	Clay Avenue to Division Avenue	Widen to 6 Lanes (BLVD)	Wyoming	0.68	\$1,600,000	\$400,000	\$2,000,000	
2008	44th Street	Clyde Park to Clay Avenue	Widen to 6 Lanes (BLVD)	Wyoming	0.68	\$600,000	\$150,000	\$750,000	
2008	44th Street	Clyde Park to Clay Avenue	Widen to 8 Lanes	Wyoming	0.18	\$9,400,000	\$2,350,000	\$11,750,000	Poss. HPPP \$\$
2008	Northland Drive	14 Mile Rd (M-57) to 15 Mile Rd	Reconstruct & Widen to 3-5 Lns	KCRC	0.81	\$1,200,000	\$300,000	\$1,500,000	Currently not eligible for EDFC
2008	West River Drive	Jupiter Ave to Verta Ave	Reconstruct & Widen to 5 Lns	KCRC	0.74	\$1,200,000	\$300,000	\$1,500,000	Currently not eligible for EDFC
POOL TOTAL						\$15,200,000	\$3,800,000	\$19,000,000	

FY 2004 - 2005 TIP PROJECT STATUS

An important feature of the Transportation Improvement Program is a review of projects included in the TIP in previous years. This helps to reaffirm project priorities. Also, the TIP can track project progress and serve as a benchmark report for future reference. Included in this section is all Federal, State and locally funded projects built or planned to be built in FY2004 and 2005. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by year, funding program and then by jurisdiction.

After a review of all projects listed in the FY2004 - 2005 it was determined based on MDOT, local jurisdictions and the transit agency that those projects are proceeding forward and will be built and open to traffic as it was originally planned by FY2005. Projects that are listed as unknown will proceed as planned based on the comments from the local jurisdictions. All of these projects are Congestion Mitigation/Air Quality (CMAQ) projects which were determined to be eligible for CMAQ funding but the air quality benefits were never credited to the overall emission analysis.

Capital Plan FY 2004
Interurban Transit Partnership
30-Sep-04

Project Name	Total Federal	Federal Source	Total State	State Source	Local Match	Local Source	Total Cost	Project Status
Section 5307								
Computer Software	41,087.00	5307	10,272.00	CTF			51,359.00	Obligated
Computer Hardware	86,200.00	5307	21,550.00	CTF			107,750.00	Obligated
Project Administration	64,000.00	5307	16,000.00	CTF			80,000.00	Obligated
Real Estate Acquisition	998,600.00	5307	249,650.00	CTF			1,248,250.00	Obligated
Land Lease	253,557.00	5307	63,389.00	CTF			316,946.00	Obligated
Bus Tire Lease	64,000.00	5307	16,000.00	CTF			80,000.00	Obligated
Capital Costs of Contracting	953,038.00	5307	238,260.00	CTF			1,191,298.00	Obligated
Paratransit Vehicles	561,596.00	5307	140,399.00	CTF			701,995.00	Obligated
Service Vehicles	80,000.00	5307	20,000.00	CTF			100,000.00	Obligated
Planning Funds	829,847.00	5307	103,731.00	CTF	103,731.00	ITP	1,037,309.00	Obligated
Associated Capital Maintenance Items	184,000.00	5307	46,000.00	CTF			230,000.00	Obligated
Shop Equipment	28,840.00	5307	7,210.00	CTF			36,050.00	Obligated
Intelligent Transportation System (ITS)	680,288.00	5307	170,072.00	CTF			850,360.00	Obligated
Office Equipment/Furniture	120,000.00	5307	22,500.00	CTF	7,500.00	ITP	150,000.00	Obligated
Radio Equipment	4,000.00	5307	1,000.00	CTF			5,000.00	Obligated
Facility Equipment	186,000.00	5307	46,500.00	CTF			232,500.00	Obligated
A&E	264,000.00	5307	66,000.00	CTF			330,000.00	Obligated
Rehab Adm/Maint Facility	424,400.00	5307	106,100.00	CTF			530,500.00	Obligated
Bus Stop Signs	40,843.00	5307	10,211.00	CTF			51,054.00	Obligated
Information Displays	20,000.00	5307	5,000.00	CTF			25,000.00	Obligated
Misc. Support Equipment	158,000.00	5307	39,500.00	CTF			197,500.00	Obligated
Terminals	758,230.00	5307	189,558.00	CTF			947,788.00	Obligated
Misc. Contingencies	282,400.00	5307	70,600.00	CTF			353,000.00	Obligated
TOTAL (5307)	7,082,926.00		1,659,502.00		111,231.00		8,853,659.00	
Section 5309								
Job Access Reverse Commute (JARC)	929,249	5309	929,249	FY 2003			1,858,498	Obligated
Intelligent Transportation System (ITS)	1,000,000	5309	250,000	FY 2003			1,250,000	Obligated
Bus/Bus Facility (STC)	491,839	5309	122,960	FY 2003			614,799	Obligated
Job Access Reverse Commute (JARC)	1,200,000	5309	1,200,000	FY 2004			2,400,000	Obligated
Intelligent Transportation System (ITS)	600,000	5309	150,000	FY 2004			750,000	Obligated
Bus/Bus Facility (STC)	1,550,000	5309	387,500	FY 2004			1,937,500	Obligated
TOTAL (5309)	5,771,088		3,039,709				8,810,797	
Section 5310								
(1) Cutaway 90 in. Interior w/Lift - Gas	42,320.00	5310	10,580.00	CTF			52,900.00	Obligated
(1) 15 Passenger Van	18,080.00	5310	4,520.00	CTF			22,600.00	Obligated
(2) 29 ft. Med. Duty w/lift - Diesel	142,400.00	5310	35,600.00	CTF			178,000.00	Obligated
(2) Cutaway 90 in. w/lift - Diesel	88,800.00	5310	22,200.00	CTF			111,000.00	Obligated
TOTAL (5310)	291,600.00		72,900.00				364,500.00	
GRAND TOTAL	13,145,614.00		4,772,111.00		111,231.00		18,028,956.00	

Illustrative Projects

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

In an effort to improve project implementation 4th and 5th years has in the past been added to the local Transportation Improvement Program. Adding these years allows jurisdictions the opportunity to begin the lengthy process of project implementation up to two years earlier than was previously possible. This helps projects from falling behind schedule in regards to TIP funding. In addition, should a project programmed in the first three years of the TIP fall out or is completed utilizing other funding sources, projects from the illustrative years could be moved into the primary TIP to fill the void.

For the development of this TIP (FY2006 – 2008) the MPO encountered some challenges in an attempt to create two years worth of illustrative projects because this TIP is being developed during extreme uncertainty. The Federal Government has not yet approved a new transportation bill. The FY2006 – 2008 was developed with virtually guesses at what funding levels will be in the future and to develop more projects any farther into the future would be very speculative. Eventually the MPO will develop an illustrative list of projects for FY2009 & 2010.

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.

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

A050112

Newspaper Advertisement #3

The logo for the Grand Valley Metro Council (GVMC) features 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

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

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 Bahamago Parkway	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 Tavis	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. Diu Ave GR 49518	616-455-6900
Barb E Canfield	Homeowner	5340 Wilson SW 49418	616-261-0111
George Hentzel	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.	435-0575
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 ✓	GRITSA	
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

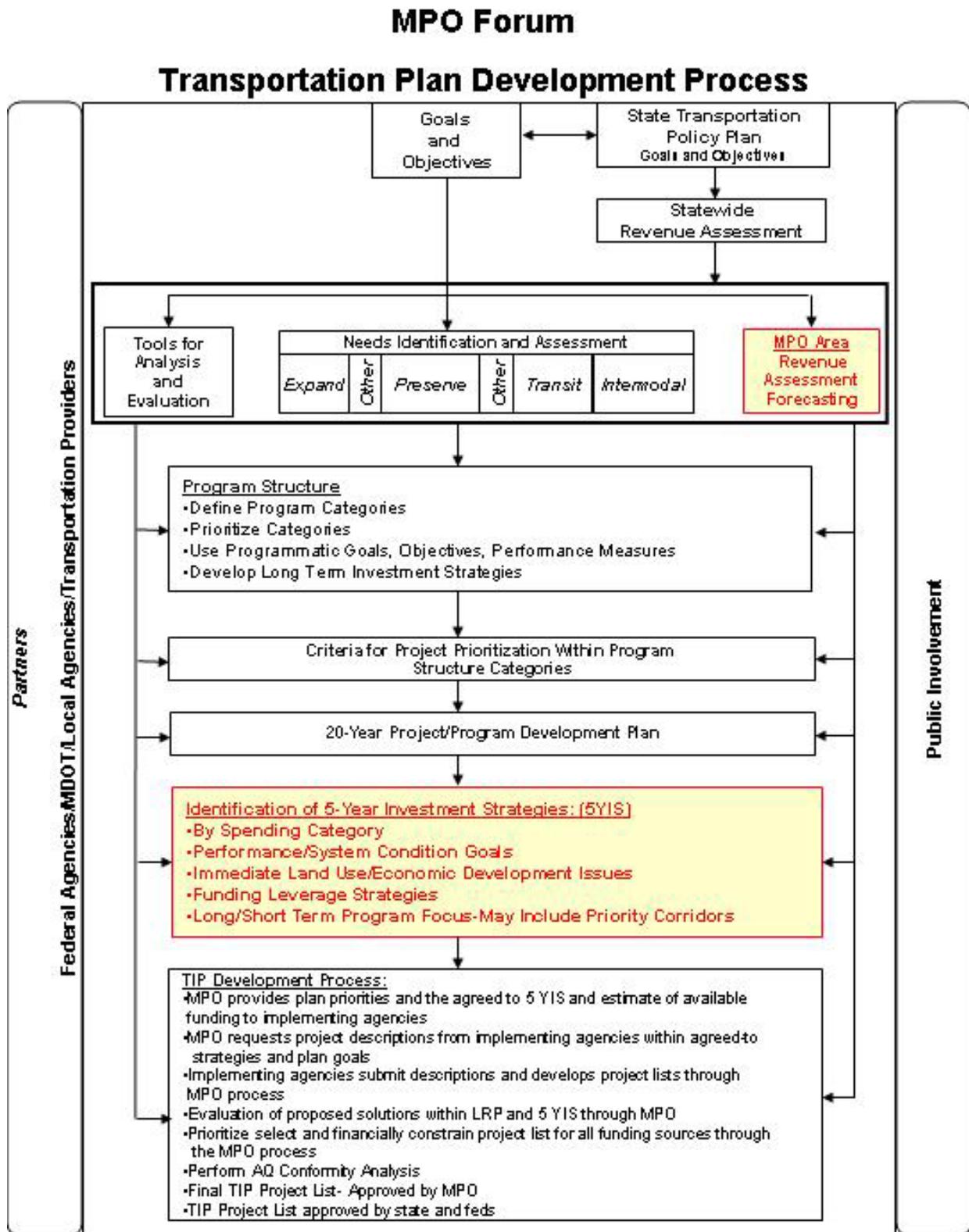
Appendix F The Revised Planning Process

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

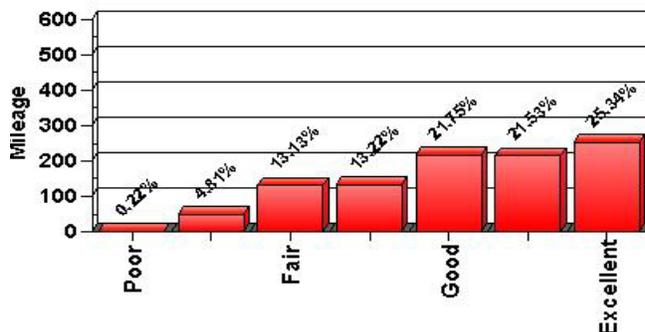
Condition Deficiencies

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

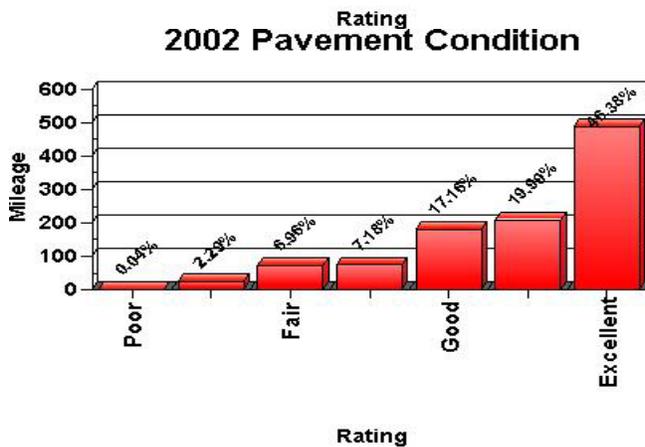
<u>PCI</u>	<u>Condition</u>	<u>Action Necessary</u>
85 - 100	Excellent	Do Nothing
70 - 85	Very Good	Routine Maintenance
55 - 70	Good	Mill & Overlay
45 - 55	Fair	Mill & Overlay
30 - 45	Poor	Reconstruction
15 - 30	Very Poor	Reconstruction
0 - 15	Failing	Reconstruction

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.

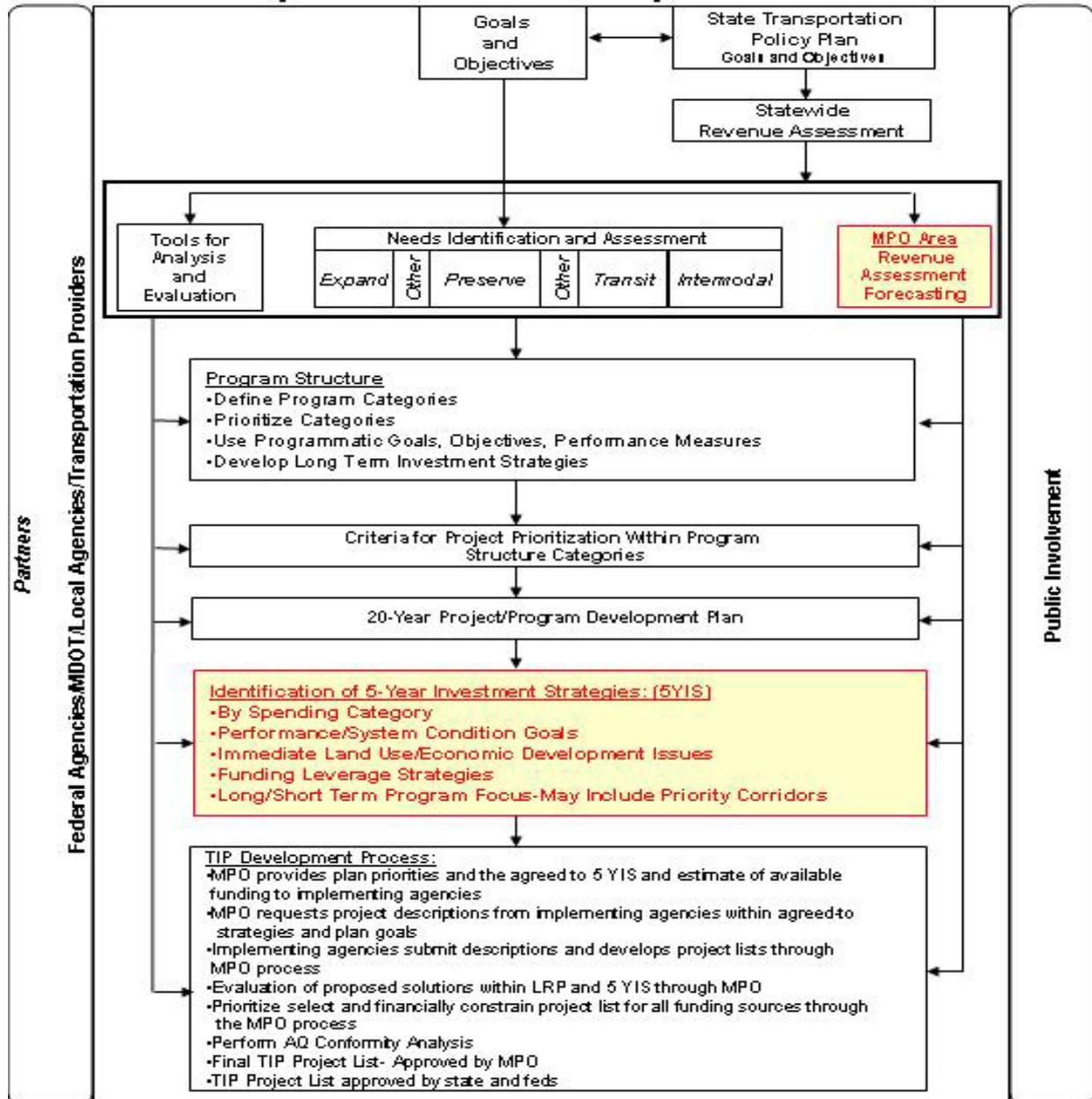
Appendix K

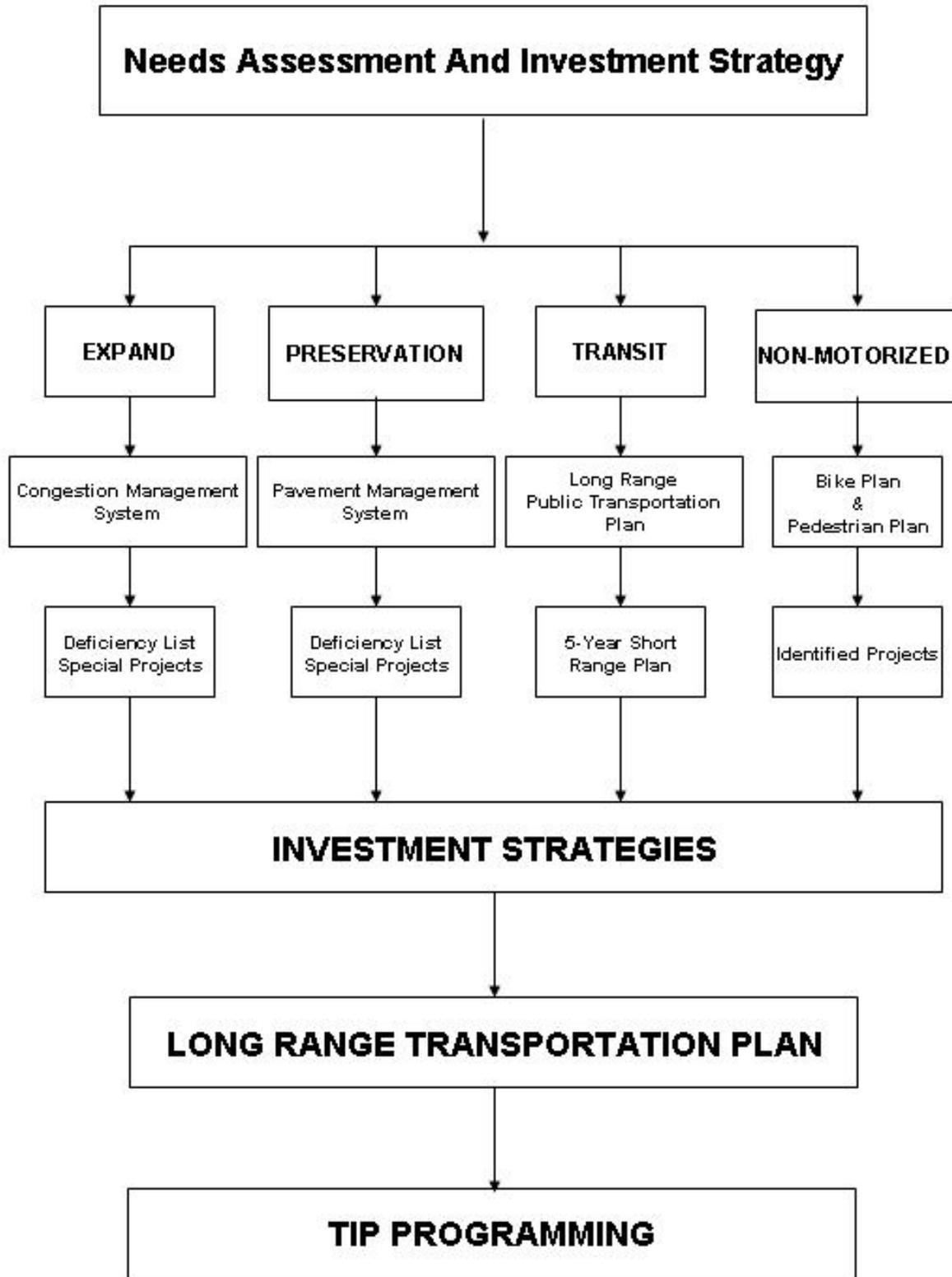
Prioritization/Programming Process (Local Jurisdictions)

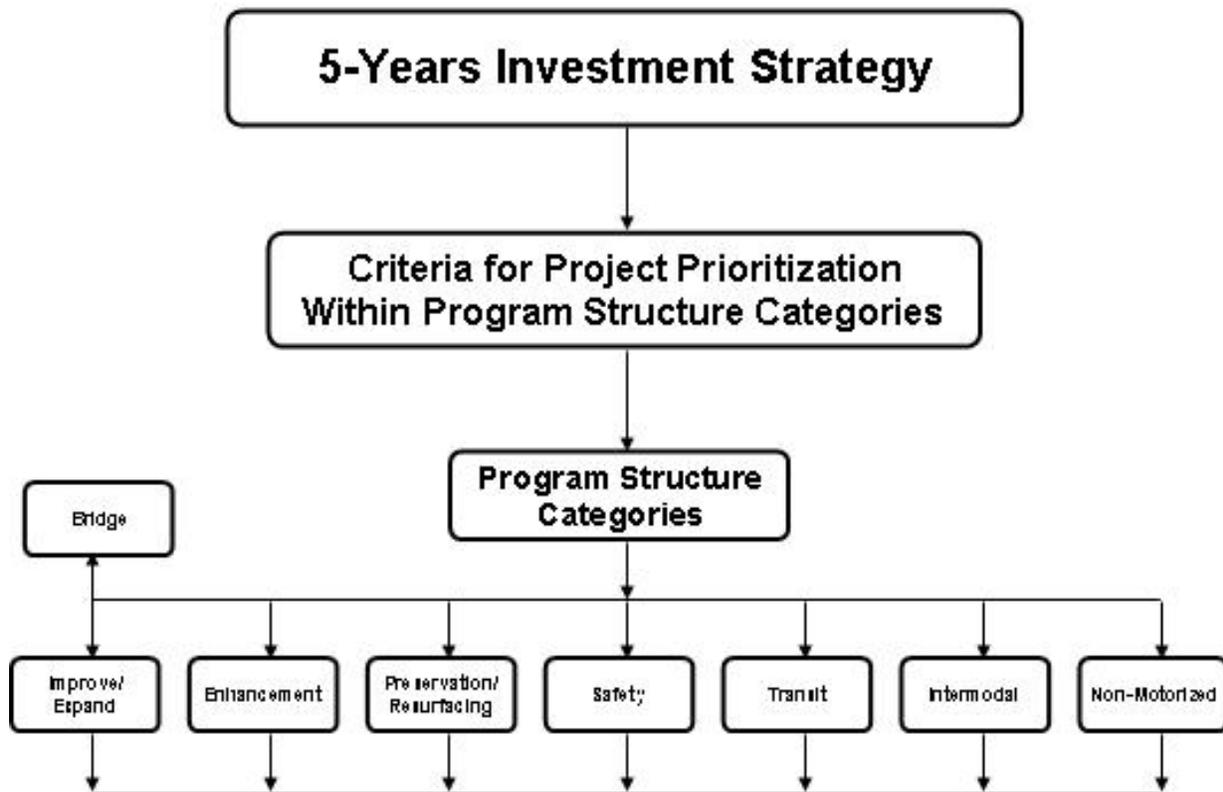
THE REVISED PLANNING PROCESS

MPO Forum

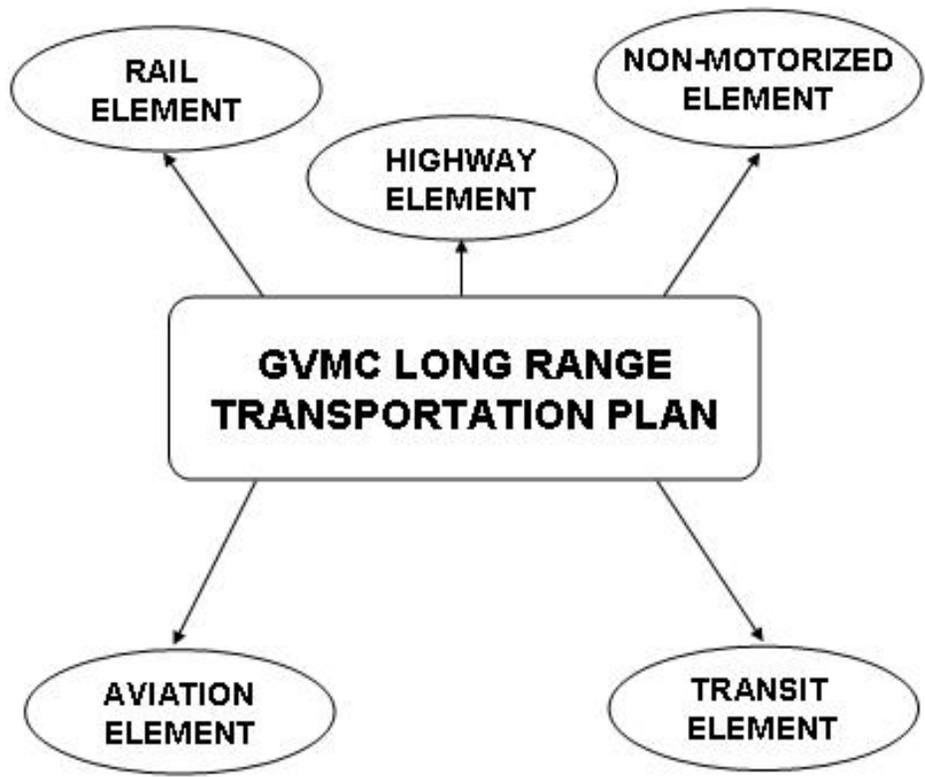
Transportation Plan Development Process



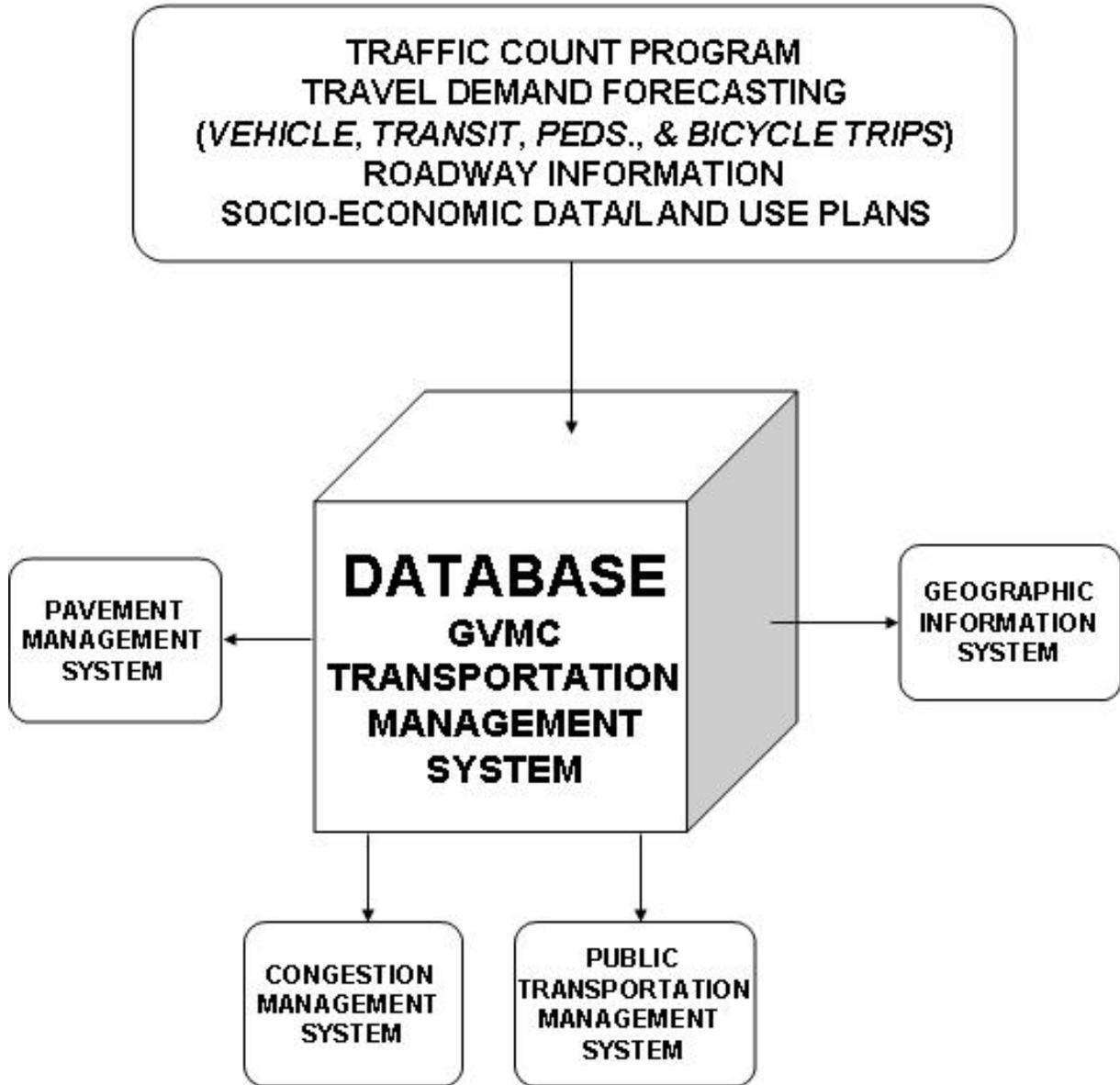


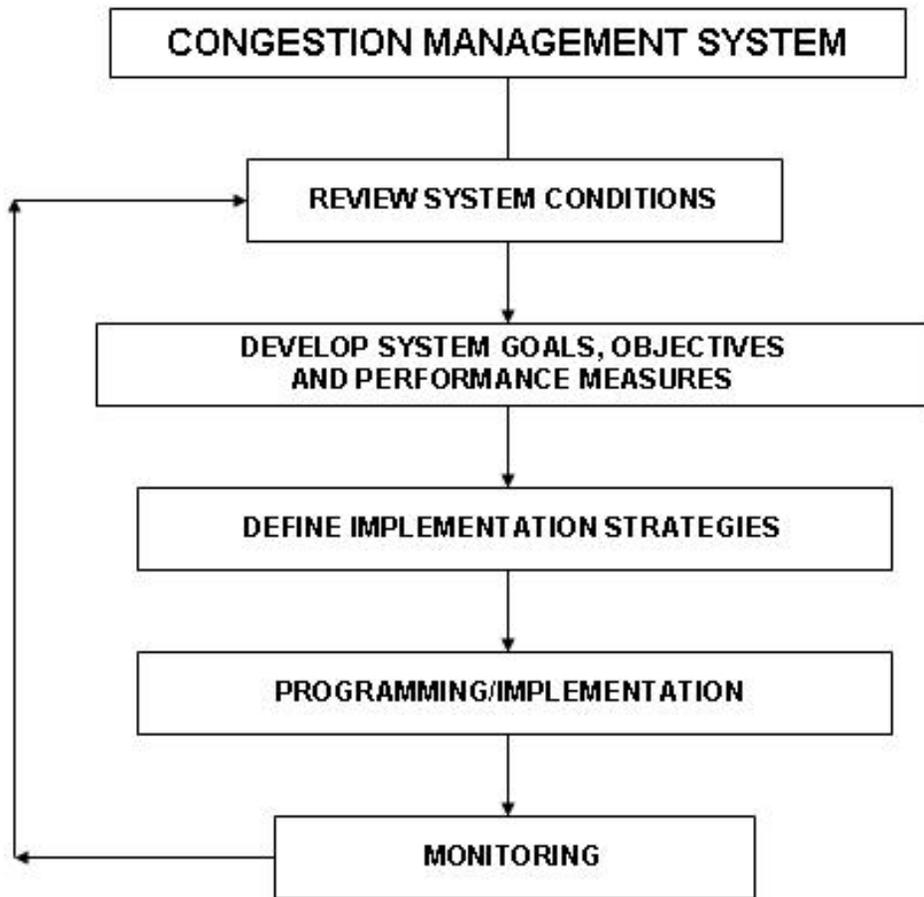


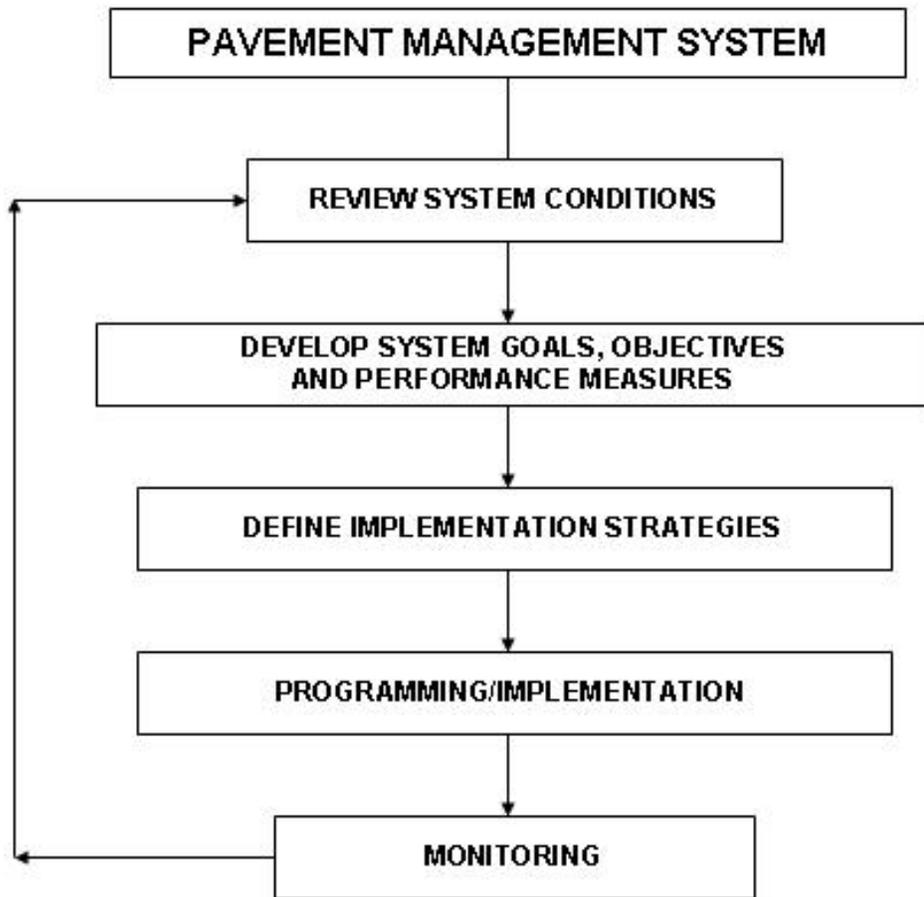
LONG RANGE TRANSPORTATION PLAN ELEMENTS

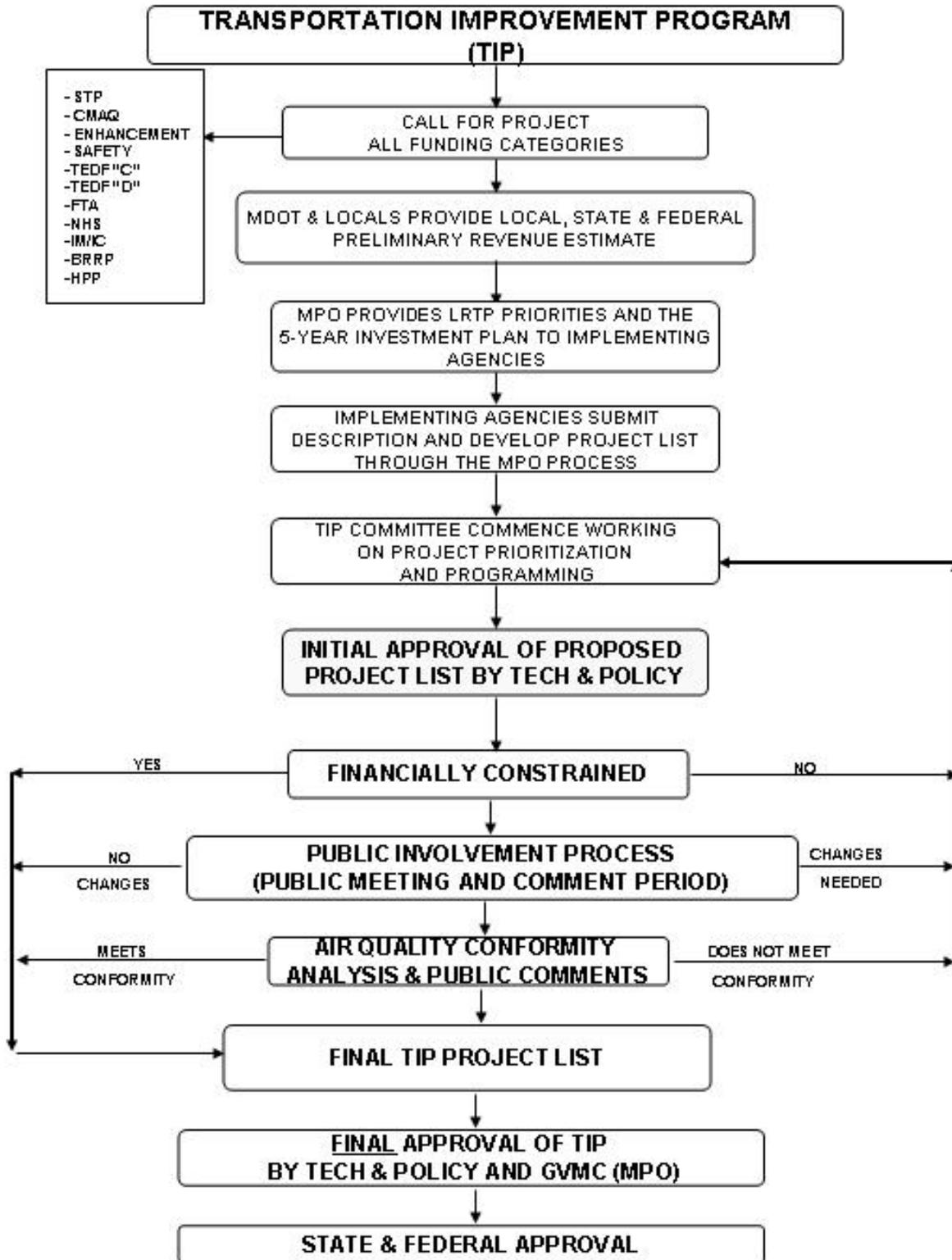


LONG RANGE TRANSPORTATION PLAN TOOLS









^^ 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-capital-intensive steps toward the improvement of a transportation system.

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

UWP - Unified Work Program

UAM - Urban Air shed Model

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

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compounds

WMCAC - West Michigan Clean Air Coalition

WMEAC - West Michigan Environmental Action Council.

Appendix 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