

FY 2008-2011 Transportation Improvement Program

FINAL DOCUMENT

Approved March 25, 2008

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

Table of Contents

Introduction	1
<i>Figure 1 Map of GVMC Area</i>	2
Chapter I Financial Plan	4
<i>Table 1 Comparison of Estimated Revenues and Expenditures by Funding Source for MDOT, ITP and Local Jurisdictions.</i>	5
Chapter II Public Involvement	13
Chapter III Environmental Justice.....	20
Chapter IV Air Quality Conformity	26
<i>Air Quality Modeling Tables</i>	29
<i>Conformity Analysis Tables</i>	37
Chapter V Project Selection	44
<i>Tip Pool of Projects</i>	46
Project Listings	62
<i>FY 2008 Projects</i>	63
<i>FY 2009 Projects</i>	67
<i>FY 2010 Projects</i>	71
<i>FY 2011 Projects</i>	74
<i>Fiscal Year 2008 Project Map</i>	77
<i>Fiscal Year 2009 Project Map</i>	79
<i>Fiscal Year 2010 Project Map</i>	81
<i>Fiscal Year 2011 Project Map</i>	83
Illustrative Projects	88
Appendix A.....	91
Appendix B.....	94
Appendix C.....	95
Appendix D.....	96
Appendix E.....	103
Appendix F	109
Appendix G	111
Appendix H.....	116
Appendix I	118
Appendix J	123
Capital Projects	123
Long Range Plan Public Involvement.....	124
Appendix K.....	125
Appendix L	133
Appendix M	149
Appendix N.....	150
Appendix O	152

Introduction

This is the official Transportation Improvement Program (TIP) for the area served by the Grand Valley Metropolitan Council (GVMC) for fiscal year 2008, beginning October 1, 2007 through fiscal year 2011, ending September 30, 2011. 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 3 for a map of the Grand Valley Metropolitan Council area.

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

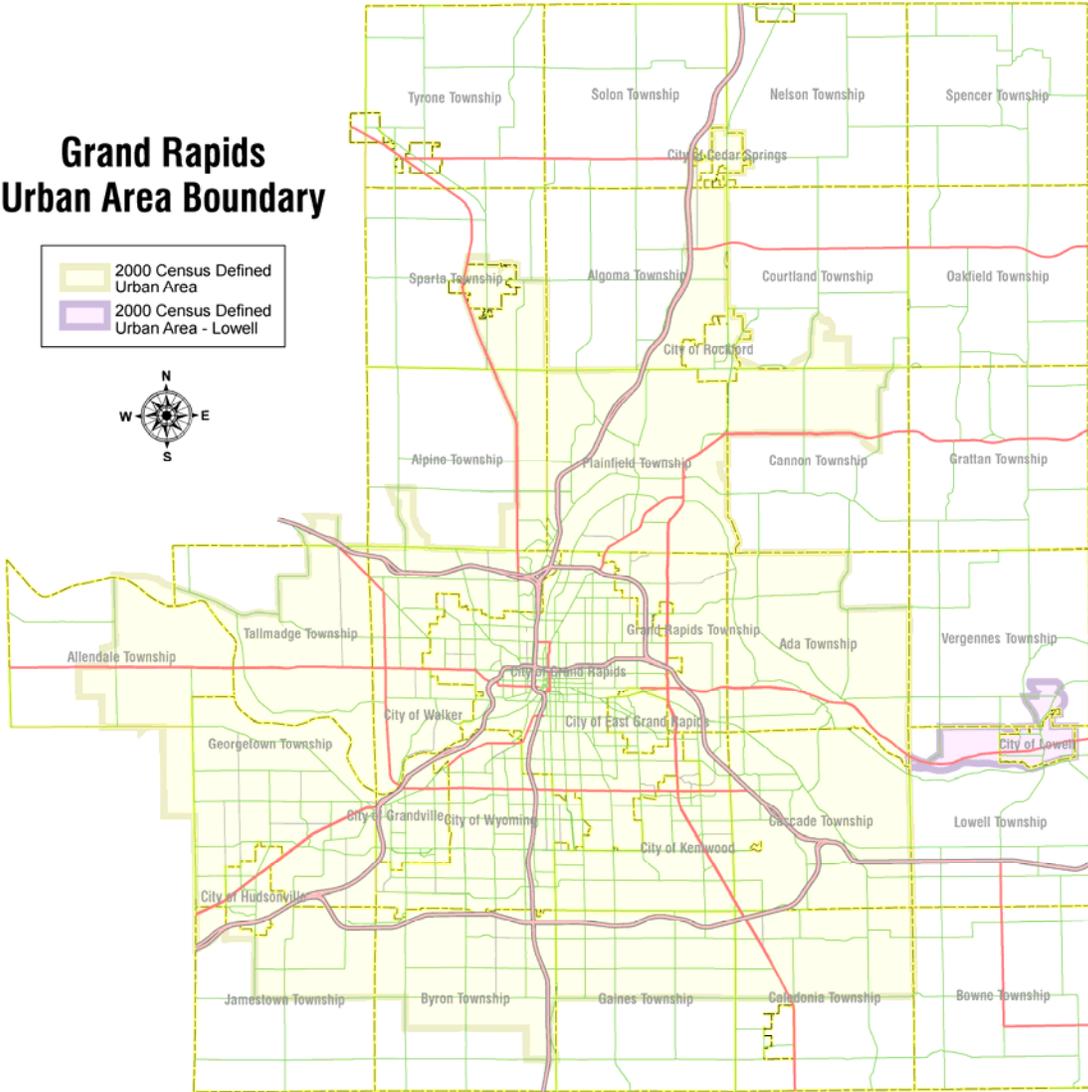
The TIP is used to identify proposed projects developed in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative (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

Grand Rapids Urban Area Boundary

- 2000 Census Defined Urban Area
- 2000 Census Defined Urban Area - Lowell



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 FY2035 Long Range Plan (slated to be adopted in June 2007 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 the chapter on project selection and 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 estimates and growth rates that were provided by the Michigan Department of Transportation (MDOT). The methodology provided by MDOT is consistent with the projected increases in the national authorization level of the federal highway program during the period that this document will be in place.

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 2008				FY 2009				FY 2010				FY 2011			
	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	Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments ⁶
Interstate Maintenance (IM)	\$32,618,000	\$3,624,000	\$36,242,000	\$36,242,000	\$0	\$0	\$0	\$0	\$20,836,000	\$2,056,000	\$22,892,000	\$22,892,000	\$0	\$0	\$0	\$0
National Highway System (NHS)	\$6,131,000	\$1,378,000	\$7,509,000	\$7,509,000	\$8,084,000	\$1,792,000	\$9,876,000	\$9,876,000	\$2,186,000	\$424,000	\$2,610,000	\$2,610,000	\$6,107,000	\$1,208,000	\$7,315,000	\$7,315,000
Surface Transportation Program (STP)	\$20,127,000	\$5,400,000	\$25,527,000	\$25,527,000	\$14,712,000	\$2,760,000	\$17,472,000	\$17,472,000	\$9,117,000	\$3,597,000	\$12,714,000	\$12,714,000	\$18,943,000	\$5,848,000	\$24,791,000	\$24,791,000
Bridge (B)	\$1,703,000	\$381,000	\$2,084,000	\$2,084,000	\$0	\$0	\$0	\$0	\$2,370,000	\$592,000	\$2,962,000	\$2,962,000	\$0	\$0	\$0	\$0
Congestion Mit. And Air Quality (CMAQ)	\$5,898,000	\$1,343,000	\$7,241,000	\$7,241,000	\$6,309,000	\$1,646,000	\$7,955,000	\$7,955,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minimum Guarantee (MG)	\$1,917,000	\$823,000	\$2,740,000	\$2,740,000	\$1,525,000	\$1,475,000	\$3,000,000	\$3,000,000	\$1,917,000	\$2,998,000	\$4,915,000	\$4,915,000	\$2,105,000	\$885,000	\$2,990,000	\$2,990,000
Other Federal Highway Funds	\$11,880,000	\$2,660,000	\$14,540,000	\$14,540,000	\$7,380,000	\$3,810,000	\$11,190,000	\$11,190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Federal Highway Funds	\$0	\$7,000	\$7,000	\$7,000	\$0	\$61,000	\$61,000	\$61,000	\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$2,400,000
Highway Total	\$80,274,000	\$15,616,000	\$95,890,000	\$95,890,000	\$38,010,000	\$11,544,000	\$49,554,000	\$49,554,000	\$36,426,000	\$9,667,000	\$46,093,000	\$46,093,000	\$27,155,000	\$10,341,000	\$37,496,000	\$37,496,000

Transit Fund Source^{4,5}

Section 5307 UZA Formula	\$6,773,000	\$1,672,000	\$8,445,000	\$8,445,000	\$7,407,000	\$1,827,000	\$9,234,000	\$9,234,000	\$8,010,000	\$1,989,000	\$9,999,000	\$9,990,000	\$8,607,000	\$2,126,000	\$10,733,000	\$10,733,000
Section 5309 Capital	\$4,160,000	\$1,040,000	\$5,200,000	\$5,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5310 Elderly and Disabled	\$1,887,000	\$472,000	\$2,359,000	\$2,359,000	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0
Section 3037 Job Access/Reverse Commute	\$218,000	\$218,000	\$436,000	\$436,000	\$218,000	\$218,000	\$436,000	\$436,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Freedom Initiative	\$107,000	\$27,000	\$134,000	\$134,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Total	\$13,145,000	\$3,429,000	\$16,574,000	\$16,574,000	\$7,625,000	\$2,045,000	\$9,670,000	\$9,670,000	\$8,010,000	\$1,989,000	\$9,999,000	\$9,990,000	\$8,607,000	\$2,126,000	\$10,733,000	\$10,733,000

Notes:

- For estimated revenue use the FY 2008 revenue estimate from the FY 2006-2008 TIP. Increase the FY 2008 revenue estimate by 2% for the FY 2009 revenue estimate and increase it an additional 2% for the FY 2009 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 2008-2011 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%.

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 2008 begins on October 1, 2007.
- The STIP and TIPs must list **projects funded with federal funds and those that are regionally significant** regardless of the funding source. We have not included all known projects and revenue in these tables. Projects which have not been identified yet will be amended into the TIP and subsequently listed in the above tables when funding becomes certain.
- Projects associated with the expenditures listed in the tables above are detailed in the project selection chapter. Some projects not of appropriate scale to be listed individually and 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 below.

Funding Sources

Federal Funds

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

State Funds

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

Local Funds

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

In the funding tables contained in this chapter, there are two funding areas/categories that are listed as local funds. Those categories are Operations and Maintenance funds and Non-Operations and Maintenance funds. General estimates were provided by the road implementing agencies in the Grand Rapids area for both funding areas.

Operations and Maintenance funds are used for items such as snow plowing, pot hole patching, signage, and other expenses deemed necessary to operate and maintain the

overall transportation network. Non Operations and Maintenance funds are used for local road projects or to match other state and federal funds being used for transportation project development. These Non Operation and Maintenance funds are used for projects within the local agency's jurisdiction such as repaving, reconstruction, safety, and bridge projects. These projects are generally not regionally significant, and are not required to be listed specifically in the plan. In the event that these projects are regionally significant, said projects will be included in the MPO planning process and will be included in subsequent Transportation Improvement Programs. The distribution of local funding estimates are based on vehicle miles traveled and on lane miles in the area. There are additional programs available to local units of government other than Operations and Maintenance. Following is a brief description of the programs utilized by local road agencies:

Surface Transportation Program (ST/STP)

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

STP-Urban (STU)

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

STP-Small Urban Program

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

STP-Rural

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

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

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

Transportation Economic Development Fund

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

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

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

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

Category E Improvements related to the commercial forest industry.

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

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

STP-Enhancement (STE)

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

Highway Safety Improvement Program (HSIP)

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

eliminating the need for guardrail, replacement of bridge railing and approach guardrail, removing roadside obstacles, and small intersection improvements.

Congestion Mitigation/Air Quality (CM/CMG)

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

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

Transit Funds

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

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

Section 5309 - Capital Programs (New Starts, Bus & Bus Facilities): Provides discretionary capital assistance for the establishment and improvement of busways systems and upgrading of bus systems (buses, bus related equipment, and facilities).

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

Section 5311 - Nonurbanized Area Formula Program: This is a formula assistance program used to provide federal funding to all legal bodies that provide general public

transportation nonurbanized areas of the state. Funds may be used of capital, operating, and administrative assistance

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

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

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

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

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

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

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

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

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

Rehabilitate and Reconstruct Program - The Rehabilitate and Reconstruct program’s

purpose is to improve the pavement condition and ride quality on the system.

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

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

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

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

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

State Rail/Highway Crossing Program - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.

Chapter II Public Involvement

Introduction

A participation 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, and in Title 49, Code of Federal Regulations, Part 613 which requires that the public have reasonable opportunity to comment on transportation plans and programs. SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the federal transportation legislation, requires that a public participation process must be explicitly set forth and adopted by the Metropolitan Planning Organizations (MPO) which receives federal transportation funds.

Transportation Improvement Program Development Participation Process

Two public meetings are held for the development of the Transportation Improvement Program with the following features:

Meeting #1-

Notice sent to GVMC maintained Interested Citizens/Agencies list.

Notice posted on GVMC webpage.

Notice posted in general circulation newspaper in the region.

Draft deficiencies list available in map and list form provided to interested parties and made available through webpage prior to the meeting and at the meeting.

Comment sheet provided for input and solicited through webpage.

All comments provided to GVMC Transportation Committees for consideration and included in document.

Open house style meeting with staff presentation. This meeting is an initial meeting that serves as a “kickoff” to the TIP process and gives citizens the opportunity to provide input about specific transportation issues/areas of concern.

Meeting #2-

Same notices posted as in Meeting #1.

A draft copy of the deficiencies list that has been considered by the GVMC Transportation Committees is presented.

Air Quality information based on deficiencies list is presented.

Environmental Justice information/analysis is presented.
Staff is on hand to make brief presentation and answer questions/concerns in open house format.

All events/opportunities appear on the GVMC webpage (www.gvmc.org) and are sent to the public involvement mailing list that the GVMC maintains. Open house/public meeting notices are published in a general circulation newspaper in the region, and every attempt will be made to host meetings on transit routes at convenient hours to maximize attendance.

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

Consultation

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

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

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

The Public Participation List that the Grand Valley Metro Council uses for transportation planning outreach was used as a starting point for the consultation process. The participation list encompasses many of the types of agencies and contacts listed above.

For consulting with the selected stakeholders and agencies as part of this process, a format of notification and information was chosen. A letter explaining the consultation process was provided to those agencies in the participation list that fit the criteria set forth in SAFETEA-LU. A sample of the letter is listed later in this chapter. An explanation of the transportation planning process along with information about how that process is utilized in the Grand Rapids metropolitan area and the role of Grand Valley Metro Council (GVMC) was included in the mailing. Finally, a listing of the DRAFT 2008-2011 Transportation Improvement Program project list was also provided along with directions on how to provide input on the planning process, how to submit comments on the project list and how to contact GVMC staff if direct interaction was preferred.

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

MEMORANDUM

DATE: May 21, 2007

TO: Consultation Agencies

FROM: Chris Dingman, Senior Transportation Planner

RE: 2008-2011 Transportation Improvement Program Proposed Projects

The Grand Valley Metro Council is seeking input on its 2008-2011 Transportation Improvement Program list of Proposed Projects. The purpose for this notification is to promote cooperation and consultation in the transportation planning process with agencies that are responsible for environmental protection, historical preservation, natural resource management, transportation services, economic development, human services, and land use planning. Enclosed you will find a spreadsheet detailing the Proposed Projects list for the Grand Rapids metropolitan area as well as a brief summary of the Grand Valley Metro Council and the Council's involvement in metropolitan transportation planning.

Please review the list of proposed projects and forward any comments and concerns you may have on them. Please contact us using the information below by June 15, 2007. Your comments are an integral part of the transportation planning process. The input from your agency helps to identify potential issues on the Proposed Projects list. Lack of comment on your part will be viewed as endorsement of the Proposed Projects list.

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

Sincerely,

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

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

List of recipients for Environmental or Consultation Mailings

Organization	Address	City, State Zip
Advance Transportation Co.	3101 Ken-O-Sha industrial Court	Grand Rapids, MI 49508
Air Ambulance By Life EMS	1275 Cedar Street NE	Grand Rapids, MI 49503
Alger Heights Neighborhood Assn.	P.O. Box 7809	Grand Rapids, MI 49510
Alvan Motor Freight Inc.	3890 Eastern Ave. SE	Grand Rapids, MI 49508
Area Agency on Aging	1279 Cedar NE	Grand Rapids, MI 49503
Association For Retarded Citizens	1331 Lake SE	Grand Rapids, MI 49503
Baxter Community Center	935 Baxter S.E.	Grand Rapids, MI 49506
Baxter Neighborhood Association	722 Eastern Ave SE	Grand Rapids, MI 49507
Bethany Christian Services	901 Eastern NE	Grand Rapids, MI 49503
Black Hills Citizens for a Better Community	939 Kensington Ave SW	Grand Rapids, MI 49503
Blanford Nature Center	1715 Hillburn NW	Grand Rapids, MI 49504
Calvin College	3201 Burton Street SE	Grand Rapids, MI 49546
Catholic Social Services	40 Jefferson Ave., SE	Grand Rapids, MI 49503-4304
Center for Independent Living/Disability Advocates	3600 Camelot SE	Grand Rapids, MI 49546
Cherry Hill Historic District	211 Henry SE	Grand Rapids, MI 49503
Citizens League	2021 44th Street SE	Grand Rapids, MI 49508
Coalition for the Preservation of the Grand River	4642 Abrigader Trail NE	Comstock Park, MI 49321
Cornerstone & Baptist Seminary	1001 East Beltline NE	Grand Rapids, MI 49525
Creston Neighborhood Association	205 Carrier St. NE	Grand Rapids, MI 49505
Davenport University	415 East Fulton	Grand Rapids, MI 49503
Dwelling Place of Grand Rapids	101 Sheldon Blvd. SE, Ste. 2	Grand Rapids, MI 49503
East Hills Council of Neighbors	131 Eastern SE	Grand Rapids, MI 49503
Easttown Neighborhood Assn.	415 Ethel SE	East Grand Rapids, MI 49506
Envrionmental Protection Agency - Region 5	77 West Jackson Blvd.	Chicago, IL 60604
Fair Housing Center of Greater Grand Rapids	1514 Wealthy SE Suite 226	Grand Rapids, MI 49506
Fish and Wildlife Service	2651 Coolidge Rd.	East Lansing, MI 48823
Fulton Heights Neighborhood Association	221 Baynton Ave NE	Grand Rapids, MI 49503
G.R. Ford International Airport	5500 - 44th St. SE	Grand Rapids, MI 49512
Gainey Transportation Services	5976 Clay Ave. SW	Grand Rapids, MI 49548
Garfield Park Association	334 Burton SE	East Grand Rapids, MI 49507
Gerontology Network Service	516 Cherry St. SE	Grand Rapids, MI 49508
Grand Rapids Area Chamber of Commerce	111 Pearl St. NW	Grand Rapids, MI 49503
Grand Rapids Audubon Club	2021 Valentine NE	Grand Rapids, MI 49503
Grand Rapids Community College	143 Bostwick NE	Grand Rapids, MI 49503
Grand Rapids Community Foundation	161 Ottawa Ave. NW, 209 C	Grand Rapids, MI 49503
Grand Rapids Downtown Development Authority	300 Monroe Ave NW	Grand Rapids, MI 49503
Grand Rapids Public Schools	1331 Franklin SE	Grand Rapids, MI 49506
Grand Rapids Urban League	745 Eastern SE	Grand Rapids, MI 49503
Grand Rapids Visitors & Convention Bureau	171 Monroe Ave NW, Suite 700	Grand Raids, MI 49503
Grand Valley State University	1 Campus Drive	Allendale, MI 49401
Grand Valley State University	401 W Fulton St. #202C	Allendale, MI 49401
Grand Valley State University	740 West Shoreline Drive	Muskegon, MI 49441
Habitat for Humanity	539 New SW	Grand Rapids, MI 49503
Heartside/Downtown Neighborhood Association	54 South Division Ave.	Grand Rapids, MI 49503

Heritage Hill Association	126 College SE	Grand Rapids, MI 49503
Highland Park Association	725 Eastern NE	Grand Rapids, MI 49503
Hispanic Center of W. Michigan	730 Grandville SW	Grand Rapids, MI
Historic Preservation	227 College SE	Grand Rapids, MI 49503
Hope Network	PO Box 890	Grand Rapids, MI 49518
Hospice of Grand Rapids	1260 Eckhart NE	Grand Rapids, MI
ITT Technical Institute	4020 Sparks Drive SE	Grand Rapids, MI 49546
John Ball Park Community Association	71 Richards NW	Grand Rapids, MI 49504
John Ball Zoo	1300 W. Fulton	Grand Rapids, MI 49504
Kendall College of Art/Design	111 N. Division Ave.	Grand Rapids, MI 49503
Kent Conservation District	3260 Eagle Park Dr.	Grand Rapids, MI 49525-4569
Kent County Drain Commission	1500 Schribner NW	Grand Rapids, MI 49504
Kent County Farm Service Agency	3260 Eagle Park Dr. NE Ste. 101	Grand Rapids, MI 49525-4569
Kent County Parks Department	1700 Butterworth SW	Grand Rapids, MI 49534-7065
Kent County Public Works	1500 Scribner NW	Grand Rapids, MI 49503
Kent Intermediate School District	2930 Knapp NE	Grand Rapids, MI 49525
Kent Michigan State University Extension	775 Ball Ave NE	Grand Rapids, MI 49503
Kentwood pines N.A.	4637 Potter Ave SE	Kentwood, MI 49508
Land Conservancy of West Michigan	1345 Monroe Ave. NW, Ste. 324	Grand Rapids, MI 49505
Lesbian & Gay Community Network	343 Atlas Ave SE	Grand Rapids, MI 49506-1701
Mackinac Chapter - Sierra Club	109 East Grand River	Lansing, MI 48906
MARP	3903 Navaho SW	Grandville, MI 49418
Mary Free Bed Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids, MI 49503-5299
Meadowlawn N.A.	4838 Aleda SE	Kentwood, MI 49508
Mercy Ambulance Service	517 S. Division	Grand Rapids, MI 49503
Metropolitan Hospital	1919 Boston Street SE	Grand Rapids, MI 49501
MI Assn. For the Blind & Visually Impaired	215 Sheldon SE	Grand Rapids, MI 49503
MI United Conservation Club	3747 Hordyk NE	Grand Rapids, MI 49505
Michigan Dept. of Agriculture	P.O. Box 30017	Lansing, MI 48909
Michigan Dept. of Community Health	201 Townsend St.	Lansing, MI 48913
Michigan Dept. of Environmental Quality	4460 44th St., Suite E	Kentwood, MI 49512
Michigan Dept. of Natural Resources	Mason Building, Sixth Floor, P.O. Box 30028	Lansing, MI 48909
Michigan Economic Development Corporation	300 North Washington Square	Lansing, MI 48913
Michigan Historical Center	P.O. Box 30740	Lansing, MI 48909-8240
Midtown Neighborhood Association	935 Fulton St. East	Grand Rapids, MI 49503
Millbrook Neighborhood Assn.	1720 Weymouth SE	Grand Rapids, MI 49508
NAACP	640 Eastern SE	Grand Rapids, MI 49503
Neighborhood Associations Overview Map Information	1239 Fuller Ave SE	Grand Rapids, MI 49506
Neighbors of Belknap Lookout	P.O. Box 3138	Grand Rapids, MI 49501
North County Trails-West Chapter	10822 26th Ave.	Grand Rapids, MI 49504
North East Citizens Action Assn.	1850 Forland NE	Grand Rapids, MI 49505
North End Neighborhood Assn.	2656 Fuller NE	Grand Rapids, MI 49505

North Park Neighborhood Assn.	526 North Park NE	Grand Rapids, MI 49505
Oakdale Neighbors Information	1260 Kalamazoo SE	Grand Rapids, MI 49507
Ottawa County Parks & Recreation	12220 Fillmore St. Rm 331	West Olive, MI 49460
Ottawa Hills Neighborhood Assn.	1506 Fisk Road SE	Grand Rapids, MI 49506
Pine Rest Christian Hospital	300 68th Street SE	Grand Rapids, MI 49501
Retired Senior Volunteers	44 Ionia SW, Ste. 1	Grand Rapids, MI 49503
Ridgemoor Neighborhood Association	2210 Ridgewood Ave. SE	Grand Rapids, MI 49546
Roadway Express	1400 Federal St. SW	Wyoming, MI 49509
Roosevelt Park Neighborhood Assn.	1251 Grandville SW	Grand Rapids, MI 49503
Saint Mary's Hospital	200 Jefferson Avenue SE	Grand Rapids, MI 49503
Senior Neighbors	820 Monroe Ave., NW	Grand Rapids, MI 49503
South East Community Association	1408 Madison SE	Grand Rapids, MI 49507
South Hill Neighborhood Association	716 College Ave. SE	Grand Rapids, MI 49503
South West Neighborhood Assn.	705 West Fulton	Grand Rapids, MI 49504
Southeast End Neighborhood Association	900 Fuller SE	Grand Rapids, MI 49506
Spectrum Health	100 Michigan NE	Grand Rapids, MI 49503
Take Pride! Community	1014 Franklin St. SE	Grand Rapids, MI 49507
The Rapid Wheelmen	PO Box 1008	Grand Rapids, MI 49501
The Right Place Inc.	161 Ottawa Ave. NW, Suite 400	Grand Rapids, MI 49503-2701
Thornapple River Watershed Council	P.O. Box 341	Caledonia, MI 49316
Thornapple Trail Assn.	PO Box 393	Middleville, MI 49333
United Parcel Service	2960 Lucerne SE	Grand Rapids, MI 49546
USDA - Michigan State Office	3001 Coolidge Rd.	East Lansing, MI 48823-6349
USGS - Lansing District Office	6520 Mercantile Way Suite	Lansing, MI 48911
West Grand Neighborhood Assn.	625 Broadway Ave NW	Grand Rapids, MI 49504
West MI Environmental Action Council	1007 Lake Dr. SE	Grand Rapids, MI 49506
West MI Environmental Action Council	2612 Hampshire Blvd. SE	E. Grand Rapids, MI 49506
West Side Connection	PO Box 140412	Grand Rapids, MI 49514
Western Michigan University - Grand Rapids	200 Ionia Ave. SW	Grand Rapids, MI 49503
Wyoming - Kentwood Chamber Of Commerce	590 32nd Street SE	Wyoming, MI 49548
Wyoming Senior Citizens	2380 Dehoop SW	Wyoming, MI 49509
YMCA/YWCA	33 Library NE	Grand Rapids, MI 49503
Little River Band of Ottawa Indians	1762 US-31 South	Manistee, MI 49660
Match-E-Be-Nash-She-Wish Band of Pottawatomi	P.O. Box 218	Dorr, MI 49323
Nottawaseppi Huron Pottawatomi	4415 Byron Center Ave. SW	Wyoming, MI 49519

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 38.8% of the entire metropolitan area fits one or more of the criteria used for environmental justice.

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:

May 23, 2007

Dear Property Owner:

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

Proposed Project:

76th Street from Eastern Avenue to Kalamazoo Avenue

Proposed Work:

Reconstruct roadway and add Center Turn Lane in 2011

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

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

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

If you wish to comment and have that comment be included in the Fiscal Year 2008-2011 Transportation Improvement Program, you must submit your input by **June 15, 2007**. If you would rather speak to GVMC staff, there will be two meetings to allow for comment on the above project. The meetings will be held:

June 4, 2007 12:00-1:30 PM at the Grand Valley Metro Council offices, address listed above
June 4, 2007 3:30-5:00 PM and 6:00-7:30 PM at the Wyoming Library, 3350 Michael Avenue, Wyoming

If you have questions, comments or need more information, please use the contact information above. Thank you and have a nice day.

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

ENVIRONMENTAL JUSTICE PROJECTS 2008-2011 TIP

PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	YEARS	PROGRAM
1 Lake Street	Northland Drive to Fifth Street	Mill and Resurface	Village of Sand Lake	2009	STP-Rural
2 76th Street	Eastern Avenue to Kalamazoo Avenue	Reconstruct and Widen from 2 to 3 Lanes	KCRC/Gaines Twp.	2011	EDF-C
3 West Muskegon Street	West Street to Second Street	Resurfacing	City of Cedar Springs	2008	STP-Urban
4 Jefferson Avenue	Cherry Street to Wealthy Street	Reconstruction	City of Grand Rapids	2008	STP-Urban
5 Patterson Avenue	Burton Street to 28th Street	Resurface Mill and Fill	KCRC/Kentwood/Cascade Twp	2008	STP-Urban
6 Main Street	South Street to Muskegon Street	Reconstruction	City of Cedar Springs	2009	STP-Urban
7 Cascade Road	Burton Street to Thorncrest Drive	Resurface	KCRC/Cascade Twp	2009	STP-Urban
8 Kalamazoo Avenue	44th Street to 52nd Street	Reconstruct to 4 Lane Boulevard	City of Kentwood	2009	STP-Urban
9 4 Mile Road	Bristol Avenue to Old Orchard Drive	Reconstruct and add additional lane	KCRC/Walker/Alpine Twp	2010	STP-Urban
10 Kalamazoo Avenue	Burton Street to Alger Street	Reconstruction	City of Grand Rapids	2010	STP-Urban
11 Eastern Avenue	44th Street to 52nd Street	Mill and Resurface	City of Kentwood	2010	STP-Urban
12 Lake Drive	Fulton Street to Abney Street	Reconstruction	City of Grand Rapids	2010	STP-Urban
13 Spaulding Avenue	Cascade Road to M-21	Resurface Mill and Fill	KCRC/Cascade Twp/Ada Twp	2010	STP-Urban
14 Scribner Avenue	US-131 Off Ramp to Webster Street	Rotomill/Resurface	City of Grand Rapids	2010	STP-Urban
15 Turner Avenue	Leonard Street to Sixth Street	Rotomill/Resurface	City of Grand Rapids	2010	STP-Urban
16 Division Avenue	Home Street to Highland Street	Reconstruction	City of Grand Rapids	2010	STP-Urban
17 Thornapple River Drive/Thornhills Drive	I-96 to 28th Street	Resurface	KCRC/Cascade Twp	2010	STP-Urban
18 Plymouth Avenue	Burton Street to Boston Street	Reconstruction	City of Grand Rapids	2011	STP-Urban
19 Lafayette Avenue	Wealthy Street to State Street	Reconstruction	City of Grand Rapids	2011	STP-Urban
20 Breton Avenue	North City Limits to Burton Street	Reconstruction	City of Grand Rapids	2011	STP-Urban
21 West River Drive	Jupiter Avenue to Rogue River Bridge	Reconstruct/Add Center Turn Lane	KCRC/Plainfield Twp	2011	STP-Urban
22 Eastern Avenue	52nd Street to 60th Street	Mill and Resurface	City of Kentwood	2011	STP-Urban
23 Bristol Avenue	4 Mile Road to 3 Mile Road	Resurface	City of Walker	2011	STP-Urban
24 First Street	Lane Avenue to Stocking Avenue	Rotomill/Resurface	City of Grand Rapids	2011	STP-Urban

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 Interagency Work Group met to discuss the FY08-11 Transportation Improvement Program (TIP) on April 18, 2007 to review the projects to determine which projects needed to be included to in the air quality analysis for the TIP. It was determined that the projects in the FY08-11 TIP exactly matched the projects in the same time period in the 2035 Long Range Transportation Program so the air quality conformity runs did not have to be re-created. The previous conformity runs are re-printed in Appendix__ to allow this document to stand alone and for your information.

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 (NOx). The emission levels are then compared to numerical emission budgets developed by the state in the regional maintenance plan and the 2002 baseline emissions.

Air Quality Assessment Criteria

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

The conformity demonstration was based on the latest planning assumptions.

The conformity demonstration was based on the latest emission model available.

The conformity demonstration was made according to the consultation procedures of the final conformity rule and the implementation plan revision.

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), the Macatawa Area Coordinating Council (MACC), and the West Michigan Shoreline Regional Development Commission (WestPlan) have approved socioeconomic data for 2000, 2002, 2007, 2011, 2018, 2025 and 2035. This data is the basis for forecasting travel demand in the respective study areas, which in turn generates the inputs required for air quality conformity analysis. These inputs are the amount of travel expressed as vehicle miles of travel (VMT) and average speed by National Functional Classification (NFC) or a combination of similar functional classified facilities grouped together to address the new Mobile 6 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.

The VMT and speed data generated by the TransCad model for the GVMC, MACC, and WestPlan areas, and county wide Highway Performance Monitoring System (HPMS) VMT figures provide the basis for the estimation of present and future VMT and speeds by NFC for the entire counties. The air quality conformity analysis performed for the 2035 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 MOBILE 5
- 2- Emission budget for NO_x of 61 tons/day or 55,337.0 Kg/day based on MOBILE 5
- 3- Emission budget for VOC of 48.8 tons/day or 44,247.9 Kg/day based on MOBILE 6.2
- 4- Emission budget for NO_x of 58.3 tons/day or 52,899.0 Kg/day based on MOBILE 6.2
- 5- Projects are included in year 2007, 2011, 2018, 2025, or 2035 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 and WestPlan have similar models which were developed and calibrated by the Michigan Department of Transportation (MDOT).

Model Data

The modeled VMT and speeds for the portions of each study area within Kent and Ottawa Counties are summarized in tables 1 through 12. The overall modeled speeds by NFC are determined by dividing total VMT by total VHT generated by the travel demand models. In some instances, where modeled speeds are unrealistic, speeds were adjusted to reflect real time speeds.

Air Quality Modeling Tables

Table 1 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 2 Kent County Year 2007 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2007
2007	2000 VMT	2000 VMT	2007 VMT	2007 VMT	SPEED
NFC					
Rural					
Interstate/Freeway	698,481	691,383	556,069	557,675	53.60
Rural Major & Minor					
Arterial/Collector/Local					
Street	2,186,004	2,475,598	2,649,731	2,300,392	33.79
Urban					
Interstate/Freeway	3,353,463	4,493,660	3,369,919	2,550,211	47.17
Urban Principal & Minor					
Arterial/Collector/Local					
Street	7,863,924	8,723,593	10,091,649	10,077,317	31.27
TOTALS	14,101,872	16,384,234	16,667,368	15,485,595	

Table 3 Kent County Year 2011 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2011
2011	2000 VMT	2000 VMT	20011VMT	20011VMT	SPEED
NFC					
Rural					
Interstate/Freeway	698,481	691,383	564,245	565,879	52.15
Rural Major & Minor					
Arterial/Collector/Local					
Street	2,186,004	2,475,598	2,765,292	2,406,670	33.74
Urban					
Interstate/Freeway	3,353,463	4,493,660	3,433,337	2,598,565	48.40
Urban Principal & Minor					
Arterial/Collector/Local					
Street	7,863,924	8,723,593	10,532,737	10,601,471	30.99
TOTALS	14,101,872	16,384,234	17,295,611	16,172,585	

Table 4 Kent County Year 2018 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2018
2018	2000 VMT	2000 VMT	2018 VMT	2018 VMT	SPEED
NFC					
Rural					
Interstate/Freeway	698,481	691,383	564,237	565,687	53.50
Rural Major & Minor					
Arterial/Collector/Local					
Street	2,186,004	2,475,598	2,889,996	2,502,240	33.58
Urban					
Interstate/Freeway	3,353,463	4,493,660	3,507,682	2,655,619	48.62
Urban Principal & Minor					
Arterial/Collector/Local					
Street	7,863,924	8,723,593	10,984,796	11,151,334	30.78
TOTALS	14,101,872	16,384,234	17,946,711	16,874,881	

Table 5 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	597,543	599,029	53.50
Rural Major & Minor					
Arterial/Collector/Local					
Street	2,186,004	2,475,598	3,181,133	2,737,957	33.40
Urban					
Interstate/Freeway	3,353,463	4,493,660	3,746,439	2,835,621	48.75
Urban Principal & Minor					
Arterial/Collector/Local					
Street	7,863,924	8,723,593	12,054,235	12,382,946	30.22
TOTALS	14,101,872	16,384,234	19,579,350	18,555,552	

Table 6 Kent County Year 2035 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2035
2035	2000 VMT	2000 VMT	2035 VMT	2035 VMT	SPEED
NFC					
Rural					
Interstate/Freeway	698,481	691,383	639,469	645,942	53.25
Rural Major & Minor					
Arterial/Collector/Local					
Street	2,186,004	2,475,598	3,490,172	2,987,838	33.31
Urban					
Interstate/Freeway	3,353,463	4,493,660	4,135,615	3,123,557	48.55
Urban Principal & Minor					
Arterial/Collector/Local					
Street	7,863,924	8,723,593	13,115,642	13,627,440	29.90
TOTALS	14,101,872	16,384,234	21,380,898	20,384,778	

Table 7 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	64.90
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	994,959	994,959	49.08
Urban Interstate/Freeway	376,165	414,156	351,306	351,306	56.90
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,814,935	2,814,935	34.88
TOTALS	5,137,707	4,281,417	5,372,702	5,372,702	

Table 8 Ottawa County Year 2007 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2007
2007	2000 VMT	2000 VMT	2007 VMT	2007 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,229,887	1,336,439	65.55
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,289,548	1,036,343	47.98
Urban Interstate/Freeway	376,165	414,156	485,525	387,841	62.47
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,964,743	2,785,614	33.88
TOTALS	5,137,707	4,281,417	5,969,703	5,546,237	

Table 9 Ottawa County Year 2011 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2011
2011	2000 VMT	2000 VMT	2011 VMT	2011 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,401,327	1,395,116	65.26
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,416,793	1,087,251	47.46
Urban Interstate/Freeway	376,165	414,156	497,803	389,882	62.21
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,156,521	2,888,423	33.34
TOTALS	5,137,707	4,281,417	6,472,445	5,760,672	

Table 10 Ottawa County Year 2018 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2018
2018	2000 VMT	2000 VMT	2018 VMT	2018 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,462,848	1,584,478	63.83
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,486,821	1,198,632	46.82
Urban Interstate/Freeway	376,165	414,156	500,367	394,004	62.14
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,273,670	2,989,045	33.06
TOTALS	5,137,707	4,281,417	6,723,706	6,166,159	

Table 11 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	1,662,276	1,689,453	62.90
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,631,928	1,308,138	45.87
Urban Interstate/Freeway	376,165	414,156	505,941	419,847	61.63
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,386,585	3,227,610	32.26
TOTALS	5,137,707	4,281,417	7,186,730	6,645,048	

Table 12 Ottawa County Year 2035 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2035
2035	2000 VMT	2000 VMT	2035 VMT	2035 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,772,443	1,854,506	61.28
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,781,860	1,448,609	44.48
Urban Interstate/Freeway	376,165	414,156	538,992	448,131	60.79
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,662,634	3,518,809	31.02
TOTALS	5,137,707	4,281,417	7,755,928	7,270,055	

Highway Performance Monitoring System (HPMS) Data

HPMS data provides estimates of 2000 VMT for the entire Kent and Ottawa counties, stratified by NFC. Between 1990 and 2000, the NFC coding used to tabulate HPMS data changed due to the expanding urban boundaries of the urbanized areas. The 2000 HPMS VMT distribution was normalized to 2002, 2007, 2011, 2018, 2025, and 2035 distribution among the functional classes. Thus, the 2000 total HPMS VMT remained the same while the distribution changed to reflect what it would have been had the 2000 NFC coding been identical in the model.

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

The HPMS data used is from MDOT's Universe file and is stratified by NFC. MDOT is currently undertaking a data improvement process to update the HPMS universe, non-sample traffic data. Shown in Tables 1 thru 12 are the original 2000 HPMS VMT estimates for Kent and Ottawa Counties.

Methodology to Scale Total Model VMT to HPMS VMT

The base year modeled VMT from the GVMC, WestPlan, and MACC models are combined and compared to the 2000 HPMS VMT for each functional class. The HPMS data by NFC by county for the base year (calibrated year) of the travel demand models is obtained from MDOT. The VMT by NFC from the urban models base year and the VMT from the statewide model are added together to generate a "county-wide" travel demand model VMT by NFC for the base year. Then, the base year HPMS VMT by NFC is divided by the base year "county-wide" travel demand model VMT for corresponding NFC. These divisions produce ratios, proportions, or "factors" for each NFC. For each conformity analysis year, these factors are multiplied to each travel demand model's VMT to produce a scaled VMT by NFC. For each year, the scaled travel demand model's VMT by NFC are aggregated to a "county-wide" total. Thus the VMT is aggregated so each NFC has a county-wide total. Then the scaled VMT by NFC are collapsed into four groups, to meet the requirements of MOBILE 6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. This is done for all interim and future analysis years. To get scaled VHT (vehicle hours of travel) the factors developed above are applied to each travel demand model's VHT by NFC. The process follows the same steps and arrives at VHT by NFC collapsed into four groups. Next, to arrive at a speed, each individual group VMT is divided by the corresponding VHT. Thus, achieving the variables needed to express demand for travel within a county, VMT and speed, as required for input into 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 (NO_x) 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. MOBILE 6.2 emission factor estimates depend on various conditions such as ambient temperatures, average travel speed, operating modes, fuel volatility, and mileage accrual rates. Many of the variables affecting vehicle emissions can be specified by the user. The analyses cover 2002, 2007, 2011, 2018, 2025, and 2035.

The analysis is based on comparing the total emissions from the Long Range Transportation Plan and the Transportation Improvement Program projects to the official emission budget in the SIP and a calculated budget by Mobile6.2 and the analysis does not include an I/M Program. Tables 13 thru 18 reflect the emissions of VOC and NO_x with the implementation of projects included in the Long Range Transportation Plan and the Transportation Improvement Program.

Conformity Analysis Tables

Table 13 Kent Year 2002, 2007, 2011, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Analysis Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,001.01	1,959.28
Rural Major & Minor Arterial/Collector/Local Street	2002	3,816.35	5,037.03
Urban Interstate/Freeway	2002	5,242.48	9,933.93
Urban Principal & Minor Arterial/Collector/Local Street	2002	16,856.48	21,387.17
TOTALS		26,916.32	38,317.41
<hr/>			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2007	558.61	1,057.35
Rural Major & Minor Arterial/Collector/Local Street	2007	2,623.23	3,559.30
Urban Interstate/Freeway	2007	2,661.23	4,522.68
Urban Principal & Minor Arterial/Collector/Local Street	2007	11,805.03	15,683.99
TOTALS		17,648.09	24,823.31
<hr/>			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2011	412.22	699.87
Rural Major & Minor Arterial/Collector/Local Street	2011	1,961.45	2,521.23
Urban Interstate/Freeway	2011	1,937.51	3,106.00
Urban Principal & Minor Arterial/Collector/Local Street	2011	8,881.71	11,178.92
TOTALS		13,192.89	17,506.02
<hr/>			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day

Classification	Year	Kg/Day	Kg/Day
Rural Interstate/Freeway	2018	266.52	345.63
Rural Major & Minor Arterial/Collector/Local Street	2018	1,325.31	1,325.89
Urban Interstate/Freeway	2018	1,283.85	1,565.16
Urban Principal & Minor Arterial/Collector/Local Street	2018	6,080.13	5,955.50
TOTALS		8,955.81	9,192.19

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2025	214.94	247.25
Rural Major & Minor Arterial/Collector/Local Street	2025	1,122.37	1,020.24
Urban Interstate/Freeway	2025	1,046.19	1,143.76
Urban Principal & Minor Arterial/Collector/Local Street	2025	5,272.71	4,665.67
TOTALS		7,656.21	7,076.91

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2035	223.34	218.47
Rural Major & Minor Arterial/Collector/Local Street	2035	1,182.90	936.57
Urban Interstate/Freeway	2035	1,110.66	1,041.24
Urban Principal & Minor Arterial/Collector/Local Street	2035	5,621.61	4,330.99
TOTALS		8,138.50	6,527.26

Table 14 Ottawa Year 2002, 2007, 2011, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Analysis Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,869.78	4,370.10
Rural Major & Minor Arterial/Collector/Local Street	2002	1,630.01	2,561.54
Urban Interstate/Freeway	2002	561.72	1,133.59
Urban Principal & Minor Arterial/Collector/Local Street	2002	5,038.56	6,650.16
TOTALS		9,100.07	14,715.39
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2007	1,281.84	3,137.67
Rural Major & Minor Arterial/Collector/Local Street	2007	1,070.98	1,740.20
Urban Interstate/Freeway	2007	379.87	888.21
Urban Principal & Minor Arterial/Collector/Local Street	2007	3,173.31	4,309.16
TOTALS		5,905.99	10,075.23
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2011	973.95	2,156.57
Rural Major & Minor Arterial/Collector/Local Street	2011	811.05	1,225.26
Urban Interstate/Freeway	2011	277.16	588.87
Urban Principal & Minor Arterial/Collector/Local Street	2011	2,363.06	3,028.64
TOTALS		4,425.22	6,999.34
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day

Rural Interstate/Freeway	2018	726.85	1,126.36
Rural Major & Minor Arterial/Collector/Local Street	2018	582.60	671.22
Urban Interstate/Freeway	2018	183.32	280.70
Urban Principal & Minor Arterial/Collector/Local Street	2018	1,590.86	1,585.89
TOTALS		3,083.62	3,664.17
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2025	590.92	774.72
Rural Major & Minor Arterial/Collector/Local Street	2025	488.35	506.74
Urban Interstate/Freeway	2025	148.97	195.77
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,339.56	1,206.97
TOTALS		2,567.80	2,684.19
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2035	625.90	670.13
Rural Major & Minor Arterial/Collector/Local Street	2035	525.44	465.79
Urban Interstate/Freeway	2035	152.98	167.17
Urban Principal & Minor Arterial/Collector/Local Street	2035	1,429.63	1,112.29
TOTALS		2,733.95	2,415.38

Table 15 Conformity Analysis Total Results Ton/Day (MOBILE5 Budget)

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	NOx
	Before Credit	Before Credit	Credits	Credits			Emission Mobile 5 Budget	Emission Mobile 5 Budget
	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002								
W/O								
IM	39.702	58.460	-0.19	-0.17	39.51	58.29	64	61
2007								
W/O								
IM	25.965	38.470	-0.19	-0.17	25.77	38.30	64	61
2011								
W/O								
IM	19.421	27.013	-0.19	-0.17	19.23	26.84	64	61
2018								
W/O								
IM	13.271	14.172	-0.19	-0.17	13.08	14.00	64	61
2025								
W/O								
IM	11.270	10.760	-0.19	-0.17	11.08	10.59	64	61
2035								
W/O								
IM	11.985	9.858	-0.19	-0.17	11.80	9.69	64	61

Table 16 Conformity Analysis Total Results Kg/Day (MOBILE5 Budget)

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	NOx
	Before Credit	Before Credit	Credits	Credits			Emission Mobile 5 Budget	Emission Mobile 5 Budget
	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day
2002								
W/O IM	36,016.389	53,032.807	-168.73	-154.22	35,847.66	52,878.59	58,058.50	55,337.00
2007								
W/O IM	23,554.078	34,898.542	-168.73	-154.22	23,385.35	34,744.32	58,058.50	55,337.00
2011								
W/O IM	17,618.115	24,505.356	-168.73	-154.22	17,449.38	24,351.14	58,058.50	55,337.00
2018								
W/O IM	12,039.426	12,856.352	-168.73	-154.22	11,870.70	12,702.13	58,058.50	55,337.00
2025								
W/O IM	10,224.003	9,761.106	-168.73	-154.22	10,055.27	9,606.89	58,058.50	55,337.00
2035								
W/O IM	10,872.457	8,942.646	-168.73	-154.22	10,703.73	8,788.43	58,058.50	55,337.00

Table 17 Conformity Analysis Total Results Ton/Day (Mobile 6 Budget)

Model Year	Total VOC Before Credit	Total NOx Before Credit	VOC Credits	NOx Credits	Adjusted VOC	Adjusted NOx	VOC Emission Mobile 6 Budget	Nox Emission Mobile 6 Budget
	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002								
W/O IM	39.702	58.460	-0.19	-0.17	39.51	58.29	48.80	58.30
2007								
W/O IM	25.965	38.470	-0.19	-0.17	25.77	38.30	48.80	58.30
2011								
W/O IM	19.421	27.013	-0.19	-0.17	19.23	26.84	48.80	58.30
2018								
W/O IM	13.271	14.172	-0.19	-0.17	13.08	14.00	48.80	58.30
2025								
W/O IM	11.270	10.760	-0.19	-0.17	11.08	10.59	48.80	58.30
2035								
W/O IM	11.985	9.858	-0.19	-0.17	11.80	9.69	48.80	58.30

Table 18 Conformity Analysis Total Results Kg/Day (Mobile 6 Budget)

Model Year	Total VOC Before Credit	Total NOx Before Credit	VOC Credits	NOx Credits	Adjusted VOC	Adjusted NOx	VOC Emission Mobile 6 Budget	Nox Emission Mobile 6 Budget
	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day
2002								
W/O IM	36,016.389	53,032.807	-168.73	-154.22	35,847.66	52,878.59	44,247.90	52,899.00
2007								
W/O IM	23,554.078	34,898.542	-168.73	-154.22	23,385.35	34,744.32	44,247.90	52,899.00
2011								
W/O IM	17,618.115	24,505.356	-168.73	-154.22	17,449.38	24,351.14	44,247.90	52,899.00
2018								
W/O IM	12,039.426	12,856.352	-168.73	-154.22	11,870.70	12,702.13	44,247.90	52,899.00
2025								
W/O IM	10,224.003	9,761.106	-168.73	-154.22	10,055.27	9,606.89	44,247.90	52,899.00
2035								
W/O IM	10,872.457	8,942.646	-168.73	-154.22	10,703.73	8,788.43	44,247.90	52,899.00

Conclusion

Tables 13 thru 18 clearly indicate that implementing the Long Range Transportation Plan projects will result in lower emissions than the emission budgets from MOBILE5 and 6 and each of the milestone years when compared against the 2002 baseline year. Consequently, the Grand Valley Metro Council, West Michigan Shoreline Regional Development Commission, and the Macatawa Area Coordinating Council's 2035 LRTPs comply with the transportation plan conformity criteria contained in the USDOT/USEPA Conformity Guidance, and therefore meet the requirement of the CAAA and related ISTEA, TEA-21, and SAFETEA-LU provisions.

Chapter V Project Selection

In an effort to clearly define and document the process by which projects are programmed into the TIP, staff at the GVMC outlined before the 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 FY2008 – 2011 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 (TIP Pool of Projects). Using this approach, it can be assured that all of the projects programmed in the FY2008-2011 TIP will improve an identified transportation system deficiency.

In January 2007, the TPSG (Transportation Programming Study Group) 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 FY2008-2011 Projects List. The list comprise all of the projects recommended (Local, ITP, and MDOT) by the Technical and Policy Committees for inclusion in the FY2008-2011 Transportation Improvement Program.

As part of the finalization of the TIP development process of the FY2008 – 2011 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 describes the analysis that was done along with tables showing the results of the analysis.

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

In regards to Environmental Justice, GVMC, after consultation with MDOT and 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 further explains how staff accomplished the task of Environmental Justice analysis.

Tip Pool of Projects

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>	
1	MUSKEGON STREET	NORTHLAND DRIVE	WEST STREET	0.50	3	Urban Minor Arterial	City of Cedar Springs	City of Cedar Springs	60
2	MAIN STREET	SOUTH STREET	MUSKEGON STREET	0.25	3	Urban Minor Arterial	City of Cedar Springs	City of Cedar Springs	45
3	SAN LU RAE DRIVE	LAKE DRIVE	PLYMOUTH AVENUE	0.52	2	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	67
4	BOSTON STREET	BRETON AVENUE	LAUREL AVENUE	0.34	2	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	66
5	PLYMOUTH AVENUE	LAKE DRIVE	WEALTHY STREET	0.44	2	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	65
6	PLYMOUTH AVENUE	LAKE DRIVE	FRANKLIN STREET	0.25	1	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	64
7	PLYMOUTH AVENUE	FRANKLIN STREET	LAKE DRIVE	0.25	1	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	64
8	LAKE DRIVE	BRETON AVENUE	HALL STREET	0.68	2	Urban Minor Arterial	City of East Grand Rapids	City of East Grand Rapids	54
9	WEALTHY STREET	PLYMOUTH AVENUE	EAST GR LIMITS	0.28	2	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	45
10	BRETON AVENUE	LAKE DRIVE	HALL STREET	0.37	2	Urban Minor Arterial	City of East Grand Rapids	City of East Grand Rapids	43
11	LAKESIDE DRIVE	ROBINSON ROAD	WEALTHY STREET	0.75	2	Urban Collector	City of East Grand Rapids	City of East Grand Rapids	43
12	LAKE DRIVE	CITY LIMITS	PLYMOUTH AVENUE	0.31	2	Urban Minor Arterial	City of East Grand Rapids	City of East Grand Rapids	40
13	RICHMOND STREET	ELMRIDGE DRIVE	PLEASANT AVENUE (N)	0.27	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	70
14	WALKER AVENUE	FREMONT AVENUE	VALLEY AVENUE	0.57	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	70
15	FRANKLIN STREET	EAST GR LIMITS	PLYMOUTH AVENUE	0.28	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	69
16	BRETON AVENUE	BURTON STREET	28TH STREET	1.00	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	68
17	BRIDGE STREET	MONROE AVENUE	MT VERNON AVENUE	0.34	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	68
18	COLLINDALE AVENUE	LAKE MICHIGAN DRIVE	LEONARD STREET	1.00	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	68
19	FRANKLIN STREET	FULLER AVENUE	EAST GR LIMITS	0.46	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	67
20	FULLER AVENUE	MICHIGAN STREET	I-196 EB RAMPS	0.20	5	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	67
21	FULTON STREET	WEST OF MONROE AVENUE	DIVISION AVENUE	0.37	5	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	67
22	HALL STREET	GRANDVILLE AVENUE	SHERIDAN AVENUE	0.16	3	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	67
23	MADISON AVENUE	BURTON STREET	GARDEN STREET	0.66	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	67
24	RICHMOND STREET	OAKLEIGH AVENUE	ACACIA DRIVE	0.31	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	67
25	BUCHANAN AVENUE	BURTON STREET	CENTERFIELD STREET	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	66
26	HALL STREET	STEELE AVENUE	BUCHANAN AVENUE	0.18	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	66
27	RICHMOND STREET	ACACIA DRIVE	ELMRIDGE DRIVE	0.37	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	66
28	BUTTERWORTH DRIVE	STRAIGHT AVENUE	OBRIEN AVENUE	0.39	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	65
29	EASTERN AVENUE	32ND STREET	28TH STREET	0.50	5	Urban Minor Arterial	City of Wyoming	City of Grand Rapids	65
30	FULTON STREET	JEFFERSON AVENUE	LAKE DRIVE	0.50	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	64
31	IONIA AVENUE	FULTON STREET	FOUNTAIN STREET	0.18	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	64
32	WESTON STREET	OTTAWA AVENUE	MARKET AVENUE	0.09	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	64
33	6TH STREET	SEWARD AVENUE	TURNER AVENUE	0.23	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	63
34	CHERRY STREET	EASTERN AVENUE	MADISON AVENUE	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	63
35	LANE AVENUE	BRIDGE STREET	FULTON STREET	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	62
36	GRANDVILLE AVENUE	RR XING	FRANKLIN STREET	0.41	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	61
37	SCRIBNER AVENUE	4TH STREET	US-131 OFF RAMP	0.60	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	61
38	2ND STREET	LANE AVENUE	VALLEY AVENUE	0.36	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	60
39	7TH STREET	COVELL AVENUE	OAKLEIGH AVENUE	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	60
40	ANN STREET	TURNER AVENUE	WILL AVENUE	0.11	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	60
41	BROADWAY AVENUE	6TH STREET	BRIDGE STREET	0.44	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	60
42	LAKE DRIVE	EAST BELTLINE	KENTWOOD CITY LIMITS	0.25	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	60
43	2ND STREET	STOCKING AVENUE	LANE AVENUE	0.32	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	59
44	BROADWAY AVENUE	LEONARD STREET	6TH STREET	0.55	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	59
45	FULLER AVENUE	LEONARD STREET	KNAPP STREET	1.00	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	59
46	BUTTERWORTH DRIVE	MARION AVENUE	OBRIEN AVENUE	0.70	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	58
47	MARKET AVENUE	FRONTAGE ROAD	2400 NORTH OF FRONTAGE RO	0.70	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	58
48	VALLEY AVENUE	LAKE MICHIGAN DRIVE	BRIDGE STREET	0.28	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	58
49	ABERDEEN STREET	BALL AVENUE	FULLER AVENUE	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	57
50	CHERRY STREET	MADISON AVENUE	JEFFERSON AVENUE	0.25	4	Urban Collector	City of Grand Rapids	City of Grand Rapids	56
51	FULLER AVENUE	KNAPP STREET	PLAINFIELD AVENUE	1.34	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	56
52	MICHIGAN STREET	EAST BELTLINE AVENUE	LEFFINGWEL AVENUE	0.51	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	56
53	OAKLEIGH AVENUE	LEONARD STREET	RICHMOND STREET	0.59	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	56
54	FULLER AVENUE	FOUNTAIN STREET	MICHIGAN STREET	0.34	2	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	55
55	GARFIELD AVENUE	VALLEY AVENUE	LANE AVENUE	0.30	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	55
56	VALLEY AVENUE	FULTON STREET	LAKE MICHIGAN DRIVE	0.18	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	55

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
57 ALGER STREET	KALAMAZOO AVENUE	PLYMOUTH AVENUE	0.53	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	54
58 MONROE AVENUE	I-196 BRIDGES	MICHIGAN STREET	0.14	5	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	54
59 EAST PARIS AVENUE	CAMELOT DRIVE	BURTON STREET	0.44	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	51
60 MOUNT MERCY DRIVE	BRIDGE STREET	VALLEY AVENUE	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	51
61 PERKINS AVENUE	LEONARD STREET	KNAPP STREET	1.00	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	51
62 WOODLAWN AVENUE	28TH STREET	BRETON AVENUE	0.67	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	51
63 BALL AVENUE	MICHIGAN STREET	OLSON STREET	0.26	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	50
64 CENTURY AVENUE	FRANKIN STREET	GRANDVILLE AVENUE	0.64	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	50
65 FOUNTAIN STREET	DIAMOND AVENUE	FULLER AVENUE	0.25	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	50
66 6TH STREET	TURNER AVENUE	FRONT AVENUE	0.11	4	Urban Collector	City of Grand Rapids	City of Grand Rapids	49
67 COIT AVENUE	KNAPP STREET	ANN STREET	0.25	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	49
68 COVELL AVENUE	LAKE MICHIGAN DRIVE	FULTON STREET	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	49
69 HALL STREET	EASTERN AVENUE	KALAMAZOO AVENUE	0.21	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	49
70 MADISON AVENUE	WEALTHY STREET	CHERRY STREET	0.25	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	49
71 MARKET AVENUE	SW OF RR BRIDGE	WEALTHY STREET	0.49	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	49
72 DIAMOND AVENUE	LAKE DRIVE	WEALTHY STREET	0.29	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	48
73 DIAMOND AVENUE	I-196 BRIDGES	MICHIGAN STREET	0.27	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	48
74 MONROE AVENUE	PARADE STREET	GUILD STREET	0.45	3	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	48
75 PLAINFIELD AVENUE	ANN STREET	LEONARD STREET	0.85	3	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	48
76 BUTTERWORTH DRIVE	FRONT AVENUE	STRAIGHT AVENUE	0.33	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	46
77 32ND STREET	KALAMAZOO AVENUE	KENTWOOD LIMITS	0.75	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	45
78 MONROE AVENUE	OTTAWA AVENUE	FRANK STREET	0.21	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	45
79 OLSON STREET	BALL AVENUE	PLYMOUTH AVENUE	0.28	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	45
80 WEALTHY STREET	JEFFERSON AVENUE	DIVISION AVENUE	0.19	5	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	45
81 CHERRY STREET	GRANDVILLE AVENUE	MARKET AVENUE	0.12	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	44
82 COLLEGE AVENUE	CHERRY STREET	WEALTHY STREET	0.25	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	44
83 FOUNTAIN STREET	LAFAYETTE AVENUE	COLLEGE AVENUE	0.25	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	44
84 FULLER AVENUE	KALAMAZOO AVENUE	ADAMS STREET	0.28	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	44
85 BALL AVENUE	KNAPP STREET	ABERDEEN STREET	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	43
86 BOSTON STREET	PLYMOUTH AVENUE	FULLER AVENUE	0.71	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	43
87 BURTON STREET	DIVISION AVENUE	EASTERN AVENUE	0.94	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	43
88 COIT AVENUE	3 MILE ROAD	KNAPP STREET	1.14	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	43
89 KNAPP STREET	WYNDAM HILL AVENUE	GR TWP LINE	0.63	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	43
90 LAKE DRIVE	FULTON STREET	FULLER AVENUE	0.79	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	43
91 LAKE MICHIGAN DRIVE	FULTON AVENUE	FRONT AVENUE	1.28	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	43
92 LEONARD STREET	PLYMOUTH AVENUE	BALL AVENUE	0.26	5	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	43
93 MADISON AVENUE	GARDEN STREET	CRAWFORD STREET	0.23	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	43
94 PLYMOUTH AVENUE	ALGER STREET	BURTON STREET	0.56	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	43
95 RICHMOND STREET	ALPINE AVENUE	SCRIBNER AVENUE	0.59	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	43
96 3RD STREET	SEWARD AVENUE	STOCKING AVENUE	0.19	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	42
97 ABERDEEN STREET	FULLER AVENUE	PLAINFIELD AVENUE	0.57	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	42
98 COIT AVENUE	NORTH PARK STREET	KENDALWOOD STREET	0.12	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	42
99 HALL STREET	DIVISION AVENUE	EASTERN AVENUE	0.92	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	42
100 KALAMAZOO AVENUE	HALL STREET	BURTON STREET	1.13	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	42
101 LANE AVENUE	FULTON STREET	BUTTERWORTH STREET	0.37	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	42
102 MADISON AVENUE	28TH STREET	ALGER STREET	0.51	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	42
103 O'BRIEN STREET	COVELL AVENUE	BUTTERWORTH AVENUE	0.52	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	42
104 SERVICE ROAD	PLYMOUTH AVENUE	BALL AVENUE	0.28	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	42
105 ANN STREET	PLAINFIELD AVENUE	MONROE AVENUE	0.56	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	41
106 BUCHANAN AVENUE	HALL STREET	BURTON STREET	0.96	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	41
107 BURTON STREET	EASTERN AVENUE	PLYMOUTH AVENUE	1.22	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	41
108 CENTURY AVENUE	BURTON STREET	HALL STREET	0.93	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	41
109 JEFFERSON AVENUE	FRANKLIN STREET	HAL STREET	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	41
110 LEONARD STREET	EAST BELTLINE AVENUE	PLYMOUTH AVENUE	1.74	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	41
111 PLAINFIELD AVENUE	I-96	3 MILE ROAD	0.60	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	41
112 PLYMOUTH AVENUE	OLSON STREET	LEONARD STREET	0.61	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	41
113 SCRIBNER AVENUE	BRIDGE STREET	4TH STREET	0.34	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	41
114 VALLEY AVENUE	BUTTERWORTH STREET	FULTON STREET	0.42	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	41

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
115 WEALTHY STREET	DIVISION AVENUE	US-131	0.16	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	41
116 ANN STREET	VOORHEIS AVENUE	ALPINE AVENUE	0.10	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	40
117 BRETON AVENUE	NORTH CITY LIMITS	BURTON STREET	0.25	5	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	40
118 BURTON STREET	US-131 SB RAMP	TOWNER AVENUE	0.25	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	40
119 HALL STREET	KALAMAZOO AVENUE	SYLVAN AVENUE	0.78	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	40
120 LYON STREET	DIAMOND AVENUE	COLLEGE AVENUE	0.62	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	40
121 MARYLAND AVENUE	I-196	KENT BLVD	0.70	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	40
122 TURNER AVENUE	6TH STREET	BRIDGE STREET	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	40
123 BRIDGE STREET	VALLEY AVENUE	BRISTOL AVENUE	0.45	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	39
124 CAMELOT DRIVE	LAKE EASTBROOK DRIVE	EAST PARIS AVENUE	0.67	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	39
125 COLLEGE AVENUE	FOUNTAIN STREET	FULTON STREET	0.16	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	39
126 FOUNTAIN STREET	COLLEGE AVENUE	DIAMOND AVENUE	0.62	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	39
127 MONROE AVENUE	GUILD STREET	NORTH PARK STREET	1.18	3	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	38
128 MOUNT VERNON AVENUE	BRIDGE STREET	FRONT AVENUE	0.40	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	38
129 RICHMOND STREET	GARFIELD AVENUE	ALPINE AVENUE	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	38
130 WALKER AVENUE	VALLEY AVENUE	LEONARD STREET	0.44	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	38
131 3 MILE ROAD	PLAINFIELD AVENUE	FULLER AVENUE	0.32	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	37
132 KALAMAZOO AVENUE	BURTON STREET	ALGER STREET	0.50	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	37
133 LEONARD STREET	NIXON STREET	COLLINGDALE AVENUE	0.52	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	37
134 MADISON AVENUE	ALGER STREET	BURTON STREET	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	37
135 LAFAYETTE AVENUE	WEALTHY STREET	MICHIGAN STREET	1.00	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	36
136 LEONARD STREET	COLLINGDALE AVENUE	OAKLEIGH AVENUE	0.51	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	36
137 LEONARD STREET	BALL AVENUE	FULLER AVENUE	0.50	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	36
138 OTTAWA AVENUE	MONROE AVENUE	FAIRBANKS STREET	0.51	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	35
139 1ST STREET	LANE AVENUE	STOCKING AVENUE	0.36	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	34
140 COIT AVENUE	ANN STREET	PLAINFIELD AVENUE	0.46	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	34
141 DIVISION AVENUE	HALL STREET	FRANKLIN STREET	0.50	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	34
142 IONIA AVENUE	MICHIGAN STREET	NEWBERRY STREET	0.43	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	34
143 LAFAYETTE AVENUE	LEONARD STREET	PLAINFIELD AVENUE	0.43	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	34
144 LYON STREET	COLLEGE AVENUE	DIVISION AVENUE	0.56	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	34
145 TURNER AVENUE	RICHMOND STREET	LEONARD STREET	0.50	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	34
146 BOSTON STREET	LAUREL AVENUE	PLYMOUTH AVENUE	0.41	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	33
147 BOSTWICK AVENUE	LYON STREET	MICHIGAN STREET	0.22	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	33
148 COVELL AVENUE	LEONARD STREET	7TH STREET	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	33
149 DIVISION AVENUE	HALL STREET	BURTON STREET	0.96	4	Urban Principal Arterial	City of Grand Rapids	City of Grand Rapids	33
150 FULLER AVENUE	FRANKLIN STREET	WEALTHY STREET	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	33
151 GODFREY AVENUE	CITY LIMITS	MARKET AVENUE	1.07	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	33
152 LEXINGTON AVENUE	BUTTERWORTH STREET	FULTON STREET	0.23	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	33
153 GRANDVILLE AVENUE	WEALTHY STREET	BARLETT STREET	0.14	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	32
154 IONIA AVENUE	PLEASANT STREET	WEALTHY STREET	0.27	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	32
155 MADISON AVENUE	CRAWFORD STREET	FRANKLIN STREET	0.57	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	32
156 WALKER AVENUE	LEONARD STREET	CITY LIMITS	1.21	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	32
157 BRIDGE STREET	COVELL AVENUE	LAKE MICHIGAN DRIVE	0.08	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	31
158 FULLER AVENUE	HALL STREET	LAKE DRIVE	0.25	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	31
159 PLYMOUTH AVENUE	BURTON STREET	BOSTON STREET	0.50	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	31
160 TURNER AVENUE	LEONARD STREET	6TH STREET	0.55	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	31
161 ALGER STREET	EASTERN AVENUE	KALAMAZOO AVENUE	0.73	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	30
162 BUTTERWORTH DRIVE	OBRIEN STREET	WEST CITY LIMITS	0.89	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	30
163 CENTURY AVENUE	HALL STREET	FRANKLIN STREET	0.62	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	30
164 COVELL AVENUE	7TH STREET	LAKE MICHIGAN DRIVE	0.51	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	29
165 RICHMOND STREET	WALKER AVENUE	BRISTOL AVENUE	0.40	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	29
166 WEALTHY STREET	EASTERN AVENUE	LAFAYETTE AVENUE	0.63	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	29
167 KNAPP STREET	PLAINFIELD AVENUE	FULLER AVENUE	0.85	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	27
168 NEWBERRY STREET	DIVISION AVENUE	MONROE AVENUE	0.18	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	27
169 STATE STREET	JEFFERSON AVENUE	LAFAYETTE AVENUE	0.14	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	27
170 GRANDVILLE AVENUE	BARLETT STREET	CHERY STREET	0.13	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	25
171 GRANDVILLE AVENUE	OAKES STREET	WESTON STREET	0.09	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	25
172 ALGER STREET	DIVISION AVENUE	EASTERN AVENUE	0.95	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	24

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
173 MONROE AVENUE	FRANK STREET	ANN STREET	0.69	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	24
174 JEFFERSON AVENUE	CHERRY STREET	WEALTHY STREET	0.25	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	22
175 MICHIGAN STREET	LEFFINGWELL AVENUE	PLYMOUTH AVENUE	1.24	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	22
176 TURNER AVENUE	RICHMOND STREET	US-131 RAMPS	0.52	4	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	22
177 LAKE DRIVE	FULLER AVENUE	CARLETON AVENUE	0.24	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	21
178 STATE STREET	LAFAYETTE AVENUE	CHERRY STREET	0.14	2	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	20
179 SCRIBNER AVENUE	US-131 OFF RAMP	WEBSTER STREET	0.46	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	19
180 CHERRY STREET	DIVISION AVENUE	IONIA AVENUE	0.12	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	16
181 JEFFERSON AVENUE	WEALTHY STREET	SYCAMORE STREET	0.40	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	15
182 SEWARD AVENUE	RICHMOND STREET	WEBSTER STREET	0.17	1	Urban Minor Arterial	City of Grand Rapids	City of Grand Rapids	11
183 CHERRY STREET	SHELDON AVENUE	DIVISION AVENUE	0.06	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	10
184 MOUNT VERNON AVENUE	FULTON STREET	WATSON STREET	0.14	2	Urban Collector	City of Grand Rapids	City of Grand Rapids	10
185 PRAIRIE STREET	WILSON AVENUE	IVANREST AVENUE	0.96	2	Urban Minor Arterial	City of Grandville	City of Grandville	67
186 44TH STREET	WILSON AVENUE	RIVERTOWN PARKWAY	0.85	3	Urban Collector	City of Grandville	City of Grandville	55
187 KENOWA AVENUE	I-196	WALMART PROP LINE	0.26	3	Urban Minor Arterial	Georgetown Township	City of Grandville	54
188 40TH AVENUE	NEW HOLLAND STREET	CHICAGO DRIVE	0.22	2	Urban Collector	Georgetown Township	City of Hudsonville	67
189 HIGHLAND DRIVE	CREEK	32ND AVENUE	0.32	3	Urban Collector	City of Hudsonville	City of Hudsonville	65
190 40TH AVENUE	VAN BUREN STREET	NORTH CL	0.31	2	Urban Collector	Georgetown Township	City of Hudsonville	65
191 36TH AVENUE	VAN BUREN STREET	ALLEN STREET	0.47	2	Urban Collector	City of Hudsonville	City of Hudsonville	64
192 40TH AVENUE	CHICAGO DRIVE	VAN BUREN STREET	0.79	2	Urban Collector	Georgetown Township	City of Hudsonville	63
193 NEW HOLLAND STREET	36TH AVENUE	HIGHLAND DRIVE	0.40	2	Urban Collector	City of Hudsonville	City of Hudsonville	62
194 CHERRY AVENUE	ALLEN STREET	CHICAGO DRIVE	0.14	2	Urban Collector	City of Hudsonville	City of Hudsonville	58
195 BALSAM DRIVE	CHICAGO DRIVE	NORTH CL	1.14	3	Urban Minor Arterial	City of Hudsonville	City of Hudsonville	55
196 ALLEN STREET	SCHOOL AVENUE	32ND STREET	0.20	2	Urban Collector	City of Hudsonville	City of Hudsonville	54
197 36TH AVENUE	NORTH CL	VAN BUREN STREET	0.31	2	Urban Collector	City of Hudsonville	City of Hudsonville	42
198 29TH STREET	M-37/BROADMOOR AVENUE	SHAFFER AVENUE	0.29	4	Urban Collector	City of Kentwood	City of Kentwood	68
199 EAST PARIS AVENUE	44TH STREET	BARDEN DRIVE	0.67	2	Urban Minor Arterial	City of Kentwood	City of Kentwood	66
200 52ND STREET	EAST PARIS AVENUE	M-37/BROADMOOR AVENUE	0.65	5	Urban Minor Arterial	City of Kentwood	City of Kentwood	65
201 SWANK DRIVE	M-37/BROADMOOR AVENUE	40TH STREET	0.15	4	Urban Minor Arterial	City of Kentwood	City of Kentwood	65
202 JEFFERSON AVENUE	MAPLELAWN STREET	44TH STREET	0.22	2	Urban Collector	City of Kentwood	City of Kentwood	63
203 BRETON AVENUE	WHISPERING MEADOWS COURT	32ND STREET	0.47	4	Urban Minor Arterial	City of Kentwood	City of Kentwood	62
204 32ND STREET	SUNRISE STREET	BRETON AVENUE	0.25	2	Urban Minor Arterial	City of Grand Rapids	City of Kentwood	61
205 52ND STREET	KALAMAZOO AVENUE	BRETON AVENUE	1.50	4	Urban Minor Arterial	City of Kentwood	City of Kentwood	61
206 52ND STREET	M-37/BROADMOOR AVENUE	PATTERSON AVENUE	0.36	5	Urban Minor Arterial	City of Kentwood	City of Kentwood	61
207 FOREST HILLS AVENUE	BURTON STREET	EAST PARIS AVENUE	0.80	3	Urban Collector	City of Kentwood	City of Kentwood	59
208 FOREST HILLS AVENUE	HALL STREET	I-96 BRIDGE	0.89	2	Urban Collector	City of Kentwood	City of Kentwood	55
209 BARDEN DRIVE	EAST PARIS AVENUE	M-37/BROADMOOR AVENUE	0.36	5	Urban Minor Arterial	City of Kentwood	City of Kentwood	54
210 EASTERN AVENUE	60TH STREET	52ND STREET	1.00	4	Urban Minor Arterial	City of Kentwood	City of Kentwood	54
211 EAST PARIS AVENUE	52ND STREET	BARDEN DRIVE	0.36	5	Urban Minor Arterial	City of Kentwood	City of Kentwood	52
212 52ND/54TH STREET	DIVISION AVENUE	EASTERN AVENUE	1.14	3	Urban Minor Arterial	City of Kentwood	City of Kentwood	51
213 EASTERN AVENUE	52ND STREET	48TH STREET	0.50	5	Urban Minor Arterial	City of Kentwood	City of Kentwood	51
214 FOREST HILLS AVENUE	I-96 BRIDGE	BUTON STREET	0.58	2	Urban Collector	City of Kentwood	City of Kentwood	51
215 40TH STREET	PATTERSON AVENUE	BROCKTON STREET	0.66	2	Urban Collector	City of Kentwood	City of Kentwood	44
216 LAKE EASTBROOK BLVD	29TH STREET	32ND STREET	0.28	4	Urban Collector	City of Kentwood	City of Kentwood	44
217 SHAFFER AVENUE	32ND STREET	36TH STREET	0.50	4	Urban Minor Arterial	City of Kentwood	City of Kentwood	43
218 EASTERN AVENUE	44TH STREET	48TH STREET	0.50	4	Urban Minor Arterial	City of Kentwood	City of Kentwood	42
219 LAKE EASTBROOK BLVD	28TH STREET	29TH STREET	0.22	4	Urban Collector	City of Kentwood	City of Kentwood	42
220 WING AVENUE	60TH STREET	52ND STREET	1.00	2	Urban Collector	City of Kentwood	City of Kentwood	42
221 EAST PARIS AVENUE	40TH STREET	36TH STREET	0.45	2	Urban Minor Arterial	City of Kentwood	City of Kentwood	41
222 LAKE DRIVE	EAST CITY LIMITS	EAST PARIS AVENUE	0.50	2	Urban Collector	City of Kentwood	City of Kentwood	41
223 EAST PARIS AVENUE	60TH STREET	54TH STREET	1.00	2	Urban Minor Arterial	City of Kentwood	City of Kentwood	34
224 BOWES STREET	VALLEY VISTA DRIVE	WEST OF ALLISANDRA AVENUE	0.53	2	Urban Collector	City of Lowell	City of Lowell	33
225 GEE DRIVE	ALDEN NASH AVENUE	624 FT EAST OF ALDEN NASH	0.39	2	Urban Collector	City of Lowell	City of Lowell	20
226 MAIN STREET	DIVISION STREET	COURTLAND STREET	0.24	2	Urban Minor Arterial	City of Rockford	City of Rockford	55
227 MAIN STREET	WOLVERINE STREET	COURTLAND STREET	0.25	2	Urban Minor Arterial	City of Rockford	City of Rockford	43
228 MAIN STREET	COURTLAND STREET	WOLVERINE STREET	0.60	2	Urban Minor Arterial	City of Rockford	City of Rockford	33
229 REMEMBRANCE ROAD	RICHMOND STREET	WALKER VILLAGE DRIVE	0.86	4	Urban Principal Arterial	City of Walker	City of Walker	69
230 O'BRIEN STREET	COLLINGDALE AVENUE	MAYNARD AVENUE (S)	0.35	2	Urban Minor Arterial	City of Walker	City of Walker	67

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
231 RICHMOND STREET	PLEASANT AVENUE	REMEMBRANCE ROAD	1.20	2	Urban Minor Arterial	City of Walker	City of Walker	67
232 3 MILE ROAD	WILSON AVENUE	FRUITRIDGE AVENUE	0.75	4	Urban Principal Arterial	City of Walker	City of Walker	66
233 KINNEY AVENUE	REMEMBRANCE ROAD	LEONARD STREET	1.00	2	Urban Minor Arterial	City of Walker	City of Walker	64
234 REMEMBRANCE ROAD	WALKER VILLAGE DRIVE	NIXON AVENUE	0.47	5	Urban Principal Arterial	City of Walker	City of Walker	64
235 WALKER AVENUE	NORTHRIDGE DRIVE	WB I-96 RAMPS	0.22	5	Urban Minor Arterial	City of Walker	City of Walker	62
236 BRISTOL AVENUE	4 MILE ROAD	3 MILE ROAD	0.99	2	Urban Collector	City of Walker	City of Walker	61
237 LEONARD STREET	WILSON AVENUE	COUNTY LINE	0.44	2	Urban Minor Arterial	City of Walker	City of Walker	56
238 VETERANS MEMORIAL DRIVE	MAYNARD AVENUE	BUTTERWORTH DRIVE	0.98	2	Urban Collector	City of Walker	City of Walker	56
239 MAYNARD AVENUE	O'BRIEN STREET	VERTERNAS MEMORIAL DRIVE	1.78	2	Urban Collector	City of Walker	City of Walker	55
240 ELMRIDGE DRIVE	SOUTH CL	3 MILE ROAD	0.60	2	Urban Collector	City of Walker	City of Walker	49
241 3 MILE ROAD	ELMRIDGE AVENUE	INDIAN CREEK DRIVE	0.38	4	Urban Minor Arterial	City of Walker	City of Walker	47
242 WALKER AVENUE	4 MILE ROAD	NORTHRIDGE AVENUE	0.32	2	Urban Minor Arterial	City of Walker	City of Walker	45
243 3 MILE ROAD	INDIAN CREEK DRIVE	WEST OF WALKER AVE	0.48	2	Urban Minor Arterial	City of Walker	City of Walker	43
244 52ND STREET	BYRON CENTER AVENUE	BURLINGAME AVENUE	0.99	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	70
245 CLAY AVENUE	50TH STREET	44TH STREET	0.75	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	70
246 56TH STREET	CANAL AVENUE	WILSON AVENUE	0.75	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	68
247 BURINGAME AVENUE	BURTON STREET	CHICAGO DRIVE	0.51	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	68
248 CLYDE PARK AVENUE	28TH STREET	32ND STREET	0.50	5	Urban Minor Arterial	City of Wyoming	City of Wyoming	68
249 54TH STREET (EB)	CLYDE PARK AVENUE	US-131	0.42	2	Urban Principal Arterial	City of Wyoming	City of Wyoming	67
250 54TH STREET (WB)	US-131	CLYDE PARK AVENUE	0.42	2	Urban Principal Arterial	City of Wyoming	City of Wyoming	67
251 CLYDE PARK AVENUE (NB)	52ND STREET	44TH STREET	0.98	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	67
252 CLYDE PARK AVENUE (SB)	44TH STREET	52ND STREET	1.01	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	67
253 32ND STREET	EASTERN AVENUE	MADISON AVENUE	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	66
254 36TH STREET	US-131	BUCHANAN AVENUE	0.35	5	Urban Principal Arterial	City of Wyoming	City of Wyoming	66
255 56TH STREET	WILSON AVENUE	IVANREST AVENUE	0.99	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	66
256 32ND STREET	MADISON AVENUE	JEFFERSON AVENUE	0.25	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	65
257 DEHOOP AVENUE	28TH STREET	BURTON STREET	1.03	4	Urban Collector	City of Wyoming	City of Wyoming	65
258 BURINGAME AVENUE	52ND STREET	44TH STREET	1.03	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	64
259 CANAL AVENUE	GRANDRIDGE DRIVE	52ND STREET	0.49	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	63
260 52ND STREET	IVANREST AVENUE	BYRON CENTER AVENUE	1.01	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	62
261 52ND STREET	CANAL AVENUE	WILSON AVENUE	0.51	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	61
262 ROGER B CHAFFEE MEMORIAL BLVD (SB)	36TH STREET	44TH STREET	1.00	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	61
263 BUCHANAN AVENUE	28TH STREET	32ND STREET	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	60
264 BURINGAME AVENUE	PRAIRIE STREET	28TH STREET	0.20	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	60
265 PRAIRIE STREET	BURLINGAME AVENUE	MICHAEL AVENUE	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	60
266 36TH STREET	BYRON CENTER AVENUE	BURLINGAME AVENUE	1.00	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	59
267 CLYDE PARK AVENUE (NB)	44TH STREET	40TH STREET	0.51	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	59
268 CLYDE PARK AVENUE (SB)	40TH STREET	44TH STREET	0.51	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	59
269 44TH STREET (EB)	US-131	BUCHANAN AVENUE	0.52	2	Urban Principal Arterial	City of Wyoming	City of Wyoming	58
270 44TH STREET (WB)	BUCHANAN AVENUE	US-131	0.52	2	Urban Principal Arterial	City of Wyoming	City of Wyoming	58
271 BURINGAME AVENUE	44TH STREET	40TH STREET	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	58
272 32ND STREET	CLYDE PARK AVENUE	MICHAEL AVENUE	0.50	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	56
273 BUCHANAN AVENUE	40TH STREET	44TH STREET	0.51	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	56
274 BURINGAME AVENUE	40TH STREET	36TH STREET	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	56
275 BUCHANAN AVENUE	36TH STREET	40TH STREET	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	55
276 BURINGAME AVENUE	PORTER STREET	BURTON STREET	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	55
277 BURINGAME AVENUE	36TH STREET	PRAIRIE STREET	0.81	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	55
278 36TH STREET	BUCHANAN AVENUE	DIVISION AVENUE	0.25	5	Urban Principal Arterial	City of Wyoming	City of Wyoming	54
279 44TH STREET (EB)	BUCHANAN AVENUE	DIVISION AVENUE	0.26	2	Urban Principal Arterial	City of Wyoming	City of Wyoming	54
280 44TH STREET (WB)	DIVISION AVENUE	BUCHANAN AVENUE	0.26	2	Urban Principal Arterial	City of Wyoming	City of Wyoming	54
281 BUCHANAN AVENUE	NORTH CL	28TH STREET	0.50	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	54
282 40TH STREET	CLYDE PARK AVENUE	BURLINGAME AVENUE	1.01	2	Urban Collector	City of Wyoming	City of Wyoming	53
283 BEVERLY AVENUE	BURTON STREET	PORTER STREET	0.59	2	Urban Collector	City of Wyoming	City of Wyoming	52
284 BURINGAME AVENUE	28TH STREET	PORTER STREET	0.51	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	52
285 DIVISION AVENUE	32ND STREET	36TH STREET	0.50	5	Urban Principal Arterial	City of Wyoming	City of Wyoming	52
286 32ND STREET	US-131	CLYDE PARK AVENUE	0.43	4	Urban Minor Arterial	City of Wyoming	City of Wyoming	51
287 52ND STREET	WILSON AVENUE	IVANREST AVENUE	0.98	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	51
288 LEE STREET (SB)	GODFREY AVENUE	CLEVELAND AVENUE	0.28	1	Urban Collector	City of Wyoming	City of Wyoming	51

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
289 DIVISION AVENUE	28TH STREET	32ND STREET	0.50	5	Urban Principal Arterial	City of Wyoming	City of Wyoming	50
290 LEE STREET (SB)	CHICAGO DRIVE	GODFREY AVENUE	0.23	1	Urban Collector	City of Wyoming	City of Wyoming	50
291 DIVISION AVENUE	36TH STREET	44TH STREET	1.01	5	Urban Principal Arterial	City of Wyoming	City of Wyoming	49
292 CLYDE PARK AVENUE	36TH STREET	40TH STREET	0.50	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	48
293 CLYDE PARK AVENUE (NB)	40TH STREET	36TH STREET	0.50	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	48
294 56TH STREET	KENOWA AVENUE	CANAL AVENUE	0.25	2	Urban Minor Arterial	City of Wyoming	City of Wyoming	44
295 LEE STREET (NB)	CLEVELAND AVENUE	GODFEY AVENUE	0.26	1	Urban Collector	City of Wyoming	City of Wyoming	41
296 MADISON AVENUE	28TH STREET	32ND STREET	0.50	4	Urban Minor Arterial	City of Grand Rapids	City of Wyoming	18
297 10 MILE ROAD	EAST OF BELMONT	GIBRALTAR DRIVE	1.36	2	Urban Principal Arterial	Algoma Township	Kent County Road Commission	70
298 PINE ISLAND DRIVE	HULL STREET	INDIAN LAKES ROAD	0.76	2	Rural Major Collector	Algoma Township	Kent County Road Commission	70
299 EDGERTON AVENUE	13 MILE ROAD	14 MILE ROAD	1.01	2	Rural Minor Arterial	Algoma Township	Kent County Road Commission	69
300 JOHN J OOSTEMA BLVD (WB)	AIRPORT TERMINAL	PATTERSON AVENUE	0.73	2	Urban Principal Arterial	Cascade Township	Kent County Road Commission	69
301 PEACH RIDGE AVENUE	20 MILE ROAD	KENT CITY LIMITS	2.51	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	69
302 100TH STREET	BYRON CENTER AVENUE	IVANREST AVENUE	1.00	2	Rural Major Collector	Byron Township	Kent County Road Commission	68
303 COURTLAND DRIVE	11 MILE ROAD	COURTLAND STREET	0.52	2	Urban Collector	City of Rockford	Kent County Road Commission	68
304 ABERDEEN STREET	DEAN LAKE AVENUE	BALL AVENUE	0.75	2	Urban Collector	Grand Rapids Township	Kent County Road Commission	68
305 21 MILE ROAD	FRUIT RIDGE AVENUE	PEACH RIDGE AVENUE	0.98	2	Rural Minor Collector	Tyrone Township	Kent County Road Commission	68
306 ADA DR	FULTON STREET	THORNAPPLE RIVER DRIVE	0.25	3	Urban Minor Arterial	Ada Township	Kent County Road Commission	67
307 6 MILE ROAD	FRUITRIDGE AVENUE	KENOWA AVENUE	1.02	2	Urban Collector	Alpine Township	Kent County Road Commission	67
308 ALPINE AVENUE	10 MILE ROAD	M-37	1.69	2	Urban Collector	Alpine Township	Kent County Road Commission	67
309 BURINGAME AVENUE	68TH STREET	64TH STREET	0.49	2	Urban Collector	Byron Township	Kent County Road Commission	67
310 BYRON CENTER AVENUE	76TH STREET	84TH STREET	1.02	4	Urban Minor Arterial	Byron Township	Kent County Road Commission	67
311 84TH STREET	WHITNEYVILLE AVENUE	THORNAPPLE RIVER DRIVE	1.50	2	Urban Minor Arterial	Caledonia Township	Kent County Road Commission	67
312 WHITNEYVILLE AVENUE	68TH STREET	76TH STREET	1.00	2	Urban Minor Arterial	Caledonia Township	Kent County Road Commission	67
313 44TH STREET	WEST OF I-196	KENOWA AVENUE	0.39	4	Urban Principal Arterial	City of Grandville	Kent County Road Commission	67
314 PATTERSON AVENUE	52ND STREET	M-37	0.57	5	Urban Principal Arterial	City of Kentwood	Kent County Road Commission	67
315 PETERSON STREET	RAMSDELL AVENUE	YOUNG AVENUE	2.01	2	Rural Minor Collector	Courtland Township	Kent County Road Commission	67
316 100TH STREET	EASTERN AVENUE	DIVISION AVENUE	0.98	2	Rural Minor Arterial	Gaines Township	Kent County Road Commission	67
317 DEAN LAKE AVENUE	4 MILE ROAD (S)	4 MILE ROAD (N)	0.29	2	Urban Collector	Grand Rapids Township	Kent County Road Commission	67
318 LINCOLN LAKE AVENUE	BELDING ROAD	HEFFRON STREET	1.76	2	Rural Major Collector	Grattan Township	Kent County Road Commission	67
319 SAND LAKE STREET	PINE LAKE AVENUE	MYERS LAKE AVENUE	1.00	2	Rural Major Collector	Nelson Township	Kent County Road Commission	67
320 LINCOLN LAKE AVENUE	PODUNK AVENUE	BEARDSLEE STREET	1.13	2	Rural Major Collector	Oakfield Township	Kent County Road Commission	67
321 LINCOLN LAKE AVENUE	19 MILE ROAD	18 MILE ROAD	0.83	2	Rural Major Collector	Spencer Township	Kent County Road Commission	67
322 20 MILE ROAD	PEACH RIDGE AVENUE	SPARTA AVENUE	1.00	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	67
323 BALL CREEK ROAD	RUSCO STREET	17 MILE ROAD	0.90	2	Rural Minor Collector	Tyrone Township	Kent County Road Commission	67
324 SPARTA AVENUE	12 MILE ROAD	M-37	1.50	4	Urban Collector	Village of Sparta	Kent County Road Commission	67
325 WHITE CREEK AVENUE	17 MILE ROAD	16 MILE ROAD	1.00	2	Urban Collector	Algoma Township	Kent County Road Commission	66
326 84TH STREET	THORNAPPLE RIVER DRIVE	M-37	1.13	2	Urban Minor Arterial	Caledonia Township	Kent County Road Commission	66
327 WHITNEYVILLE AVENUE	100TH STREET	ARAPHO TRAIL DRIVE	0.37	2	Rural Major Collector	Caledonia Township	Kent County Road Commission	66
328 COURTLAND DRIVE	11 MILE ROAD	BISHOP HILLS DRIVE	0.03	2	Urban Collector	City of Rockford	Kent County Road Commission	66
329 COURTLAND DRIVE	COURTLAND STREET	12 MILE ROAD	1.00	2	Rural Major Collector	Courtland Township	Kent County Road Commission	66
330 84TH STREET	HANNA LAKE AVENUE	PATTERSON AVENUE	2.01	2	Urban Minor Arterial	Gaines Township	Kent County Road Commission	66
331 6 MILE ROAD	LINCOLN LAKE AVENUE	MONTCALM AVENUE	2.02	2	Rural Minor Collector	Grattan Township	Kent County Road Commission	66
332 52ND STREET	ALDEN NASH AVENUE	TIMPSON AVENUE	1.00	2	Rural Major Collector	Lowell Township	Kent County Road Commission	66
333 PARNELL AVENUE	FOREMAN STREET	SETTLEWOOD DRIVE	0.96	2	Urban Collector	Lowell Township	Kent County Road Commission	66
334 MYERS LAKE AVENUE	16 MILE ROAD	17 MILE ROAD	1.00	2	Rural Major Collector	Nelson Township	Kent County Road Commission	66
335 7 MILE ROAD	PINE ISLAND DRIVE	DIVISION AVENUE	0.81	2	Urban Collector	Plainfield Township	Kent County Road Commission	66
336 POST DRIVE	JUPITER AVENUE	BELMONT AVENUE	0.20	2	Urban Collector	Plainfield Township	Kent County Road Commission	66
337 21 MILE ROAD	KENOWA AVENUE	FRUIT RIDGE AVENUE	0.96	2	Rural Minor Collector	Tyrone Township	Kent County Road Commission	66
338 PEACH RIDGE AVENUE	22 MILE ROAD	20 MILE ROAD	2.07	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	66
339 PARNELL AVENUE	2 MILE ROAD	3 MILE ROAD	0.98	2	Rural Major Collector	Vergennes Township	Kent County Road Commission	66
340 100TH STREET	BERGY AVENUE	ALDEN NASH AVENUE	1.00	2	Rural Major Collector	Bowne Township	Kent County Road Commission	65
341 DIVISION AVENUE	108TH STREET	100TH STREET	1.01	2	Rural Major Collector	Byron Township	Kent County Road Commission	65
342 44TH STREET (EB)	EASTERN AVENUE	KALAMAZOO AVENUE	0.96	2	Urban Principal Arterial	City of Grand Rapids	Kent County Road Commission	65
343 44TH STREET (WB)	KALAMAZOO AVENUE	EASTERN AVENUE	1.00	2	Urban Principal Arterial	City of Grand Rapids	Kent County Road Commission	65
344 GRAND RIVER DRIVE	SNOW AVENUE	BEWELL AVENUE	2.54	2	Rural Major Collector	Lowell Township	Kent County Road Commission	65
345 BEARDSLEE STREET	LINCOLN LAKE AVENUE	MONTCALM AVENUE	2.02	2	Rural Minor Collector	Oakfield Township	Kent County Road Commission	65
346 LINCOLN LAKE AVENUE	BEARDSLEE STREET	HART STREET	1.37	2	Rural Major Collector	Oakfield Township	Kent County Road Commission	65

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
347 MEDDLER AVENUE	ROOKSBY STREET	21 MILE ROAD	0.50	2	Rural Major Collector	Spencer Township	Kent County Road Commission	65
348 14 MILE ROAD	US-131	ALGOMA AVENUE	1.66	2	Rural Minor Arterial	Algoma Township	Kent County Road Commission	64
349 PINE ISLAND DRIVE	13 MILE ROAD	14 MILE ROAD	1.01	2	Rural Major Collector	Algoma Township	Kent County Road Commission	64
350 7 MILE ROAD	DIVISION AVENUE	RR XING	0.70	2	Urban Collector	Alpine Township	Kent County Road Commission	64
351 MORSE LAKE AVENUE	68TH STREET	60TH STREET	1.03	2	Rural Minor Collector	Bowne Township	Kent County Road Commission	64
352 KALAMAZOO AVENUE	100TH STREET	108TH STREET	1.21	2	Rural Major Collector	Gaines Township	Kent County Road Commission	64
353 CASCADE ROAD	SNOW AVENUE	TIMPSON AVENUE	0.99	2	Rural Major Collector	Lowell Township	Kent County Road Commission	64
354 18 MILE ROAD	TISDEL AVENUE	PINE LAKE AVENUE	1.00	2	Rural Major Collector	Nelson Township	Kent County Road Commission	64
355 22 MILE ROAD	RITCHIE AVENUE	US-131 NB RAMPS	0.38	2	Rural Major Collector	Nelson Township	Kent County Road Commission	64
356 SAND LAKE STREET	MYERS LAKE AVENUE	SAND LAKE LIMITS	0.92	2	Rural Major Collector	Nelson Township	Kent County Road Commission	64
357 POST DRIVE	US-131 SB RAMPS	PINE ISLAND DRIVE	0.37	2	Urban Minor Arterial	Plainfield Township	Kent County Road Commission	64
358 ALPINE AVENUE	13 MILE ROAD	12 MILE ROAD	1.14	2	Urban Collector	Sparta Township	Kent County Road Commission	64
359 76TH STREET	BRETON AVENUE	EASTERN AVENUE	2.01	2	Urban Minor Arterial	Gaines Township	Kent County Road Commission	63
360 MORSE LAKE AVENUE	52ND STREET	60TH STREET	1.00	2	Rural Minor Collector	Lowell Township	Kent County Road Commission	63
361 12 MILE ROAD	WABASIS AVENUE	RAMSDELL AVENUE	1.97	2	Rural Minor Collector	Oakfield Township	Kent County Road Commission	63
362 COIT AVENUE	4 MILE ROAD	COIT GRAVEL DRIVE	1.39	2	Urban Minor Arterial	Plainfield Township	Kent County Road Commission	63
363 20 MILE ROAD	TWP LINE	ALBRECT AVENUE	1.07	2	Rural Major Collector	Solon Township	Kent County Road Commission	63
364 18 MILE ROAD	FRUIT RUDGE AVENUE	PEACH RIDGE AVENUE	0.99	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	63
365 CASCADE ROAD	HALL STREET	BURTON STREET	2.34	4	Urban Minor Arterial	Ada Township	Kent County Road Commission	62
366 WHITE CREEK AVENUE	16 MILE ROAD	14 MILE ROAD	2.05	2	Urban Collector	Algoma Township	Kent County Road Commission	62
367 JOHN J OOSTEMA BLVD (EB)	PATTERSON AVENUE	AIRPORT TERMINAL	0.71	2	Urban Principal Arterial	Cascade Township	Kent County Road Commission	62
368 THORNAPPLE RIVER DRIVE	52ND STREET	48TH STREET	0.49	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	62
369 PATTERSON AVENUE	28TH STREET	36TH STREET	1.00	5	Urban Principal Arterial	City of Kentwood	Kent County Road Commission	62
370 11 MILE ROAD	Northland Drive (NB)	Courtland Drive	0.27	2	Urban Collector	City of Rockford	Kent County Road Commission	62
371 4 MILE ROAD	DEAN LAKE AVENUE	EAST BELTLINE AVENUE	1.39	2	Urban Collector	Grand Rapids Township	Kent County Road Commission	62
372 PINE LAKE AVENUE	20 MILE ROAD	21 MILE ROAD	1.01	2	Rural Major Collector	Nelson Township	Kent County Road Commission	62
373 6 MILE ROAD	PINE ISLAND DRIVE	DIVISION AVENUE	0.81	2	Urban Collector	Plainfield Township	Kent County Road Commission	62
374 HARVARD AVENUE	16 MILE ROAD	18 MILE ROAD	2.01	2	Rural Major Collector	Spencer Township	Kent County Road Commission	62
375 CLYDE PARK AVENUE	60TH STREET	68TH STREET	0.98	3	Urban Minor Arterial	Byron Township	Kent County Road Commission	61
376 KNAPP STREET	LEFFINGWELL AVENUE	EAST BELTLINE AVENUE	0.52	4	Urban Minor Arterial	City of Grand Rapids	Kent County Road Commission	61
377 PINE LAKE AVENUE	18 MILE ROAD	19 MILE ROAD	1.00	2	Rural Major Collector	Nelson Township	Kent County Road Commission	61
378 COIT AVENUE	COIT GRAVEL DRIVE	JUPITER AVENUE	1.67	2	Urban Minor Arterial	Plainfield Township	Kent County Road Commission	61
379 20 MILE ROAD	SPARTA AVENUE	RED PINE AVENUE	1.00	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	61
380 NORTHLAND DRIVE	RUSSELL STREET	16 MILE ROAD	1.57	2	Urban Minor Arterial	Algoma Township	Kent County Road Commission	60
381 84TH STREET	KENOWA AVENUE	WILSON AVENUE	1.03	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	60
382 SNOW AVENUE	GRAND RIVER DRIVE	36TH STREET	1.40	2	Urban Collector	Cascade Township	Kent County Road Commission	60
383 PRATT LAKE AVENUE	60TH STREET	68TH STREET	1.52	2	Rural Minor Collector	Lowell Township	Kent County Road Commission	60
384 4 MILE ROAD	PLAINFIELD AVENUE	COIT AVENUE	1.09	3	Urban Collector	Plainfield Township	Kent County Road Commission	60
385 JUPITER AVENUE	PLAINFIED AVENUE	COIT AVENUE	1.37	4	Urban Minor Arterial	Plainfield Township	Kent County Road Commission	60
386 20 MILE ROAD	SIMMONS AVENUE	WHITE CREEK AVENUE	1.21	2	Rural Major Collector	Solon Township	Kent County Road Commission	60
387 DIVISION STREET	VILLAGE LIMITS	STATE STREET	0.69	3	Urban Minor Arterial	Village of Sparta	Kent County Road Commission	60
388 3 MILE ROAD	WEST TWP LINE	GRAND RIVER DRIVE	0.30	2	Urban Collector	Ada Township	Kent County Road Commission	59
389 PINE ISLAND DRIVE	10 MILE ROAD	11 MILE ROAD	1.21	2	Rural Major Collector	Algoma Township	Kent County Road Commission	59
390 100TH STREET	CLYDE PARK AVENUE	BURLINGAME AVENUE	1.01	2	Rural Major Collector	Byron Township	Kent County Road Commission	59
391 28TH STREET	JACKSMITH AVENUE	CASCADE ROAD	0.30	5	Urban Minor Arterial	Cascade Township	Kent County Road Commission	59
392 3 MILE ROAD	MAGUIRE AVENUE	EAST TWP LINE	1.10	2	Urban Collector	Grand Rapids Township	Kent County Road Commission	59
393 LEONARD STREET	EAST BELTLINE AVENUE	CRAHAN AVENUE	1.51	2	Urban Principal Arterial	Grand Rapids Township	Kent County Road Commission	59
394 MORSE LAKE AVENUE	CASCADE ROAD	52ND STREET	1.00	2	Rural Major Collector	Lowell Township	Kent County Road Commission	59
395 WOODWORTH STREET	COIT AVENUE	PLAINFIELD AVENUE	1.29	2	Urban Collector	Plainfield Township	Kent County Road Commission	59
396 17 MILE ROAD	US-131	CEDAR SPRINGS LIMITS	0.57	5	Urban Minor Arterial	Solon Township	Kent County Road Commission	59
397 ALPINE AVENUE	12 MILE ROAD	10 MILE ROAD	2.01	2	Urban Collector	Sparta Township	Kent County Road Commission	59
398 PARNELL AVENUE	BAILEY DRIVE	MCPHERSON STREET	1.00	2	Rural Major Collector	Vergennes Township	Kent County Road Commission	59
399 4 MILE ROAD	ALPINE AVENUE	CORDES AVENUE	0.50	5	Urban Minor Arterial	Alpine Township	Kent County Road Commission	58
400 DIVISION STREET	FREMONT STREET	WOLVERINE BLVD	0.38	3	Urban Principal Arterial	City of Rockford	Kent County Road Commission	58
401 76TH STREET	PATERSON AVENUE	EAST PARIS AVENUE	1.00	2	Urban Minor Arterial	Gaines Township	Kent County Road Commission	58
402 SEGWUN AVENUE	CASCADE ROAD	52ND STREET	1.00	2	Rural Major Collector	Lowell Township	Kent County Road Commission	58
403 DIVISION AVENUE	WEST RIVER DRIVE	6 MILE ROAD	1.49	2	Urban Collector	Plainfield Township	Kent County Road Commission	58
404 20 MILE ROAD	RED PINE AVENUE	EAST TWP LINE	1.01	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	58

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
405 76TH STREET	WILSON AVENUE	HOMERICH AVENUE	0.51	2	Urban Collector	Byron Township	Kent County Road Commission	57
406 BURTON STREET	KRAFT AVENUE	SANTIGO AVENUE	0.97	2	Urban Collector	Cascade Township	Kent County Road Commission	57
407 MYERS LAKE AVENUE	11 MILE ROAD	12 MILE ROAD	1.09	2	Urban Collector	Courtland Township	Kent County Road Commission	57
408 15 MILE ROAD	KENOWA AVENUE	FRUIT RIDGE AVENUE	1.00	2	Rural Minor Collector	Sparta Township	Kent County Road Commission	57
409 21 MILE ROAD	MEDDLER AVENUE	PENNY AVENUE	1.01	2	Rural Major Collector	Spencer Township	Kent County Road Commission	57
410 SNOW AVENUE	26TH STREET	CASCADE ROAD	1.00	2	Urban Collector	Cascade Township	Kent County Road Commission	56
411 PATTERSON AVENUE	44TH STREET	52ND STREET	1.01	5	Urban Principal Arterial	City of Kentwood	Kent County Road Commission	56
412 WABASIS AVENUE	12 MILE ROAD	13 MILE ROAD	1.00	2	Rural Major Collector	Oakfield Township	Kent County Road Commission	56
413 DIVISION AVENUE	6 MILE ROAD	7 MILE ROAD	1.01	2	Urban Collector	Alpine Township	Kent County Road Commission	55
414 64TH STREET	TIMPSON AVENUE	BANCROFT AVENUE	0.50	2	Rural Major Collector	Bowne Township	Kent County Road Commission	55
415 92ND STREET	PATTERSON AVENUE	KRAFT AVENUE	0.95	2	Rural Major Collector	Caledonia Township	Kent County Road Commission	54
416 RAMSDELL DRIVE	CANNONSBURG ROAD	BELDING ROAD	2.60	2	Rural Major Collector	Cannon Township	Kent County Road Commission	54
417 15 MILE ROAD	FRUIT RIDGE AVENUE	M-37	2.55	2	Rural Major Collector	Sparta Township	Kent County Road Commission	54
418 FALLASBURG PARK DRIVE	LINCOLN LAKE DRIVE	MCPHERSON STREET	1.22	2	Rural Minor Collector	Vergennes Township	Kent County Road Commission	54
419 LINCOLN LAKE AVENUE	3 MILE ROAD	4 MILE ROAD	0.89	2	Rural Minor Arterial	Vergennes Township	Kent County Road Commission	54
420 100TH STREET	WILSON AVENUE	KENOWA AVENUE	1.05	2	Rural Major Collector	Byron Township	Kent County Road Commission	53
421 CANNONSBURG ROAD	GILES AVENUE	RAMSDELL AVENUE	1.08	2	Rural Major Collector	Cannon Township	Kent County Road Commission	53
422 52ND STREET	MONTCALM AVENUE	PRATT LAKE AVENUE	1.01	2	Rural Major Collector	Lowell Township	Kent County Road Commission	53
423 BALL CREEK ROAD	VILLAGE LIMITS	18 MILE ROAD	1.45	2	Rural Minor Collector	Tyrone Township	Kent County Road Commission	53
424 76TH STREET	EAST PARIS AVENUE	HANNA LAKE AVENUE	1.01	2	Urban Minor Arterial	Gaines Township	Kent County Road Commission	52
425 PINE LAKE AVENUE	21 MILE ROAD	SAND LAKE ROAD	0.75	2	Rural Major Collector	Nelson Township	Kent County Road Commission	52
426 LINCOLN LAKE AVENUE	16 MILE ROAD	14 MILE ROAD	2.18	2	Rural Major Collector	Oakfield Township	Kent County Road Commission	52
427 COIT AVENUE	JUPITER AVENUE	PLAINFIELD AVENUE	0.83	2	Urban Minor Arterial	Plainfield Township	Kent County Road Commission	52
428 SPAULDING AVENUE	CLEAR SPRINGS DRIVE	FULTON STREET	0.51	4	Urban Minor Arterial	Ada Township	Kent County Road Commission	51
429 6 MILE ROAD	DIVISION AVENUE	M-37	1.02	2	Urban Collector	Alpine Township	Kent County Road Commission	51
430 76TH STREET	BURLINGAME AVENUE	CLYDE PARK AVENUE	1.00	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	51
431 CLYDE PARK AVENUE	76TH STREET	RR XING	0.38	4	Urban Minor Arterial	Byron Township	Kent County Road Commission	51
432 68TH STREET	DIVISION AVENUE	EASTERN AVENUE	0.98	4	Urban Principal Arterial	Gaines Township	Kent County Road Commission	51
433 10 MILE ROAD	ALPINE AVENUE	M-37	0.79	2	Urban Minor Arterial	Sparta Township	Kent County Road Commission	51
434 WEST RIVER DRIVE	JUPITER AVENUE	NORTHLAND DRIVE	1.49	4	Urban Principal Arterial	Plainfield Township	Kent County Road Commission	50
435 NORTHLAND DRIVE	13 MILE ROAD	14 MILE ROAD	1.22	2	Urban Minor Arterial	Algoma Township	Kent County Road Commission	49
436 68TH STREET	CLYDE PARK AVENUE	US-131 RAMPS	0.24	5	Urban Principal Arterial	Byron Township	Kent County Road Commission	49
437 52ND STREET	MORSE LAKE AVENUE	SNOW AVENUE	0.97	2	Rural Major Collector	Lowell Township	Kent County Road Commission	49
438 ROGUE RIVER ROAD	KENT TRAILS	WEST RIVER DRIVE	0.59	2	Urban Collector	Plainfield Township	Kent County Road Commission	49
439 NORTHLAND DRIVE	16 MILE ROAD	472' NORTH OF 16 MILE RD	0.18	2	Urban Minor Arterial	Solon Township	Kent County Road Commission	48
440 84TH STREET	ALDEN NASH AVENUE	MORSE LAKE AVENUE	2.00	2	Rural Minor Arterial	Bowne Township	Kent County Road Commission	47
441 THORNAPPLE RIVER DRIVE	48TH STREET	36TH STREET	0.94	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	47
442 PATTERSON AVENUE	BURTON STREET	28TH STREET	0.50	4	Urban Minor Arterial	City of Kentwood	Kent County Road Commission	47
443 5 MILE ROAD	BEDAKI AVENUE	MURRAY LAKE AVENUE	0.81	2	Rural Major Collector	Grattan Township	Kent County Road Commission	46
444 LINCOLN LAKE AVENUE	4 MILE ROAD	5 MILE ROAD	1.00	2	Rural Minor Arterial	Grattan Township	Kent County Road Commission	46
445 LINCOLN LAKE AVENUE	17 MILE ROAD	16 MIE ROAD	1.01	2	Rural Major Collector	Spencer Township	Kent County Road Commission	45
446 LINCOLN LAKE AVENUE	HILCREST DRIVE	3 MILE ROAD	0.88	2	Rural Minor Arterial	Vergennes Township	Kent County Road Commission	45
447 DIVISION STREET	MAIN STREET	MONROE STREET	0.19	3	Urban Principal Arterial	City of Rockford	Kent County Road Commission	44
448 ADA DR	THORNAPPLE RIVER DRIVE	COLNER AVENUE	1.30	2	Urban Minor Arterial	Ada Township	Kent County Road Commission	43
449 7 MILE ROAD	RR XING	M-37	0.31	2	Urban Collector	Alpine Township	Kent County Road Commission	43
450 WILSON AVENUE	68TH STREET	M-6	0.32	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	43
451 76TH STREET	KRAFT AVENUE	PATTERSON AVENUE	0.94	2	Urban Minor Arterial	Caledonia Township	Kent County Road Commission	43
452 BURTON STREET	PATTERSON AVENUE	SPAULDING AVENUE	0.50	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	43
453 CASCADE ROAD	28TH STREET	THORNCREST DRIVE	0.42	5	Urban Minor Arterial	Cascade Township	Kent County Road Commission	43
454 5 MILE ROAD	LINCOLN LAKE AVENUE	BEDAKI AVENUE	1.20	2	Rural Major Collector	Grattan Township	Kent County Road Commission	43
455 BELDING/NORTHLAND ROAD	WOLVERINE BLVD NORTH	WOLVERINE BLVD SOUTH	1.22	2	Urban Collector	Plainfield Township	Kent County Road Commission	43
456 HONEY CREEK AVENUE	PETTIS AVENUE	CONSERVATION STREET	1.55	2	Urban Collector	Ada Township	Kent County Road Commission	42
457 PETTIS AVENUE	KNAPP STREET	EGYPT VALEY AVENUE	2.41	2	Urban Minor Arterial	Ada Township	Kent County Road Commission	42
458 100TH STREET	TWP LINE	MORSE LAKE AVENUE	1.20	2	Rural Major Collector	Bowne Township	Kent County Road Commission	42
459 100TH STREET	US-131 SB RAMPS	CLYDE PARK AVENUE	0.70	2	Urban Collector	Byron Township	Kent County Road Commission	42
460 CLYDE PARK AVENUE	68TH STREET	76TH STREET	1.01	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	42
461 DIVISION AVENUE	100TH STREET	84TH STREET	2.07	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	42
462 CANNONSBURG ROAD	RAMSDELL AVENUE	MYERS LAKE AVENUE	1.77	2	Rural Major Collector	Cannon Township	Kent County Road Commission	42

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
463 CANNONSBURG ROAD	MYERS LAKE AVENUE	CHAUNCEY AVENUE	2.57	2	Rural Major Collector	Cannon Township	Kent County Road Commission	42
464 CASCADE ROAD	BURTON STREET	28TH STREET	0.40	5	Urban Minor Arterial	Cascade Township	Kent County Road Commission	42
465 PATTERSON AVENUE	108TH STREET	100TH STREET	1.00	2	Rural Major Collector	Gaines Township	Kent County Road Commission	42
466 52ND STREET	TIMPSON AVENUE	MORSE LAKE AVENUE	1.00	2	Rural Major Collector	Lowell Township	Kent County Road Commission	42
467 ROOKSBY STREET	TRUFANT AVENUE	MEDDLER AVENUE	0.51	2	Rural Major Collector	Spencer Township	Kent County Road Commission	42
468 22 MILE ROAD	ALGOMA AVENUE	665' WEST OF ALGOMA	0.16	2	Rural Major Collector	Tyrone Township	Kent County Road Commission	42
469 VERGENNES STREET	BOYTON AVENUE	PARNELL AVENUE	1.04	2	Rural Major Collector	Vergennes Township	Kent County Road Commission	42
470 BRONSON STREET	FULTON STREET	THORNAPPLE RIVER DRIVE	0.35	2	Urban Minor Arterial	Ada Township	Kent County Road Commission	41
471 68TH STREET	BURLINGAME AVENUE	CLYDE PARK AVENUE	1.00	2	Urban Principal Arterial	Byron Township	Kent County Road Commission	41
472 WILSON AVENUE	76TH STREET	68TH STREET	1.01	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	41
473 THORNAPPLE RIVER DRIVE	36TH STREET	THORNHILLS AVENUE	0.86	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	41
474 18 MILE ROAD	KELLER AVENUE	TISDEL AVENUE	1.00	2	Rural Major Collector	Nelson Township	Kent County Road Commission	41
475 POST DRIVE	SAMRICK AVENUE	US-131 SB RAMPS	0.31	2	Urban Minor Arterial	Plainfield Township	Kent County Road Commission	41
476 WEST RIVER DRIVE	SAMRICK AVENUE	JUPITER AVENUE	1.00	4	Urban Principal Arterial	Plainfield Township	Kent County Road Commission	41
477 THORNAPPLE RIVER DRIVE	HEADLEY STREET	BUTTRICK AVENUE	0.75	2	Urban Minor Arterial	Ada Township	Kent County Road Commission	40
478 NORTHLAND DRIVE	14 MILE ROAD	RUSSELL STREET	0.31	2	Urban Minor Arterial	Algoma Township	Kent County Road Commission	40
479 CHERRY VALEY AVENUE	76TH STREET	68TH STREET	1.00	2	Urban Collector	Caledonia Township	Kent County Road Commission	40
480 5 MILE ROAD	TIFFANY AVENUE	GILES AVENUE	1.02	2	Rural Major Collector	Cannon Township	Kent County Road Commission	40
481 28TH STREET	I-96 WB RAMPS	KRAFT AVENUE	0.23	6	Urban Minor Arterial	Cascade Township	Kent County Road Commission	40
482 KRAFT AVENUE	52ND STREET	60TH STREET	1.00	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	40
483 NORTHLAND DRIVE	1488' NORTH OF 16 MILE RD	SOUTH STREET	0.33	2	Urban Minor Arterial	City of Cedar Springs	Kent County Road Commission	40
484 RAMSDELL DRIVE	14 MILE ROAD	SWEM STREET	0.75	2	Rural Major Collector	Courtland Township	Kent County Road Commission	40
485 OBERLEY DRIVE	GRAND RIVER DRIVE	EAST COUNTY LINE	1.41	2	Rural Minor Collector	Lowell Township	Kent County Road Commission	40
486 MCPHERSON STREET	FALLASBURG PARK DRIVE	MONTCALM AVENUE	1.17	2	Rural Minor Collector	Vergennes Township	Kent County Road Commission	40
487 28TH STREET	KRAFT AVENUE	JAKSMITH AVENUE	1.21	5	Urban Minor Arterial	Cascade Township	Kent County Road Commission	39
488 THORNHILLS AVENUE	THORNAPPLE RIVER DRIVE	28TH STREET	0.52	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	39
489 SPAULDING AVENUE	CASCADE ROAD	CLEAR SPRINGS DRIVE	0.91	2	Urban Minor Arterial	Ada Township	Kent County Road Commission	38
490 100TH STREET	MORSE LAKE AVENUE	BERGY AVENUE	1.03	2	Rural Major Collector	Bowne Township	Kent County Road Commission	37
491 PATTERSON AVENUE	M-37	60TH STREET	0.24	2	Urban Minor Arterial	City of Kentwood	Kent County Road Commission	37
492 17 MILE ROAD	SHANER AVENUE	RITCHIE AVENUE	1.00	2	Rural Major Collector	Nelson Township	Kent County Road Commission	37
493 NORTHLAND DRIVE	12 MILE ROAD	13 MILE ROAD	1.00	2	Urban Minor Arterial	Algoma Township	Kent County Road Commission	35
494 76TH STREET	BYRON CENTER AVENUE	BURLINGAME AVENUE	1.01	2	Urban Minor Arterial	Byron Township	Kent County Road Commission	35
495 HONEY CREEK AVENUE	CONSERVATION STREET	KNAPP STREET	2.22	2	Urban Collector	Ada Township	Kent County Road Commission	34
496 76TH STREET	M-37	COPPER ORNER DRIVE	0.23	2	Urban Minor Arterial	Caledonia Township	Kent County Road Commission	34
497 20 MILE ROAD	TRENTON AVENUE	ALGOMA AVENUE	1.00	2	Rural Major Collector	Solon Township	Kent County Road Commission	34
498 5 MILE ROAD	MURRAY LAKE AVENUE	TIFFANY AVENUE	1.97	2	Rural Major Collector	Grattan Township	Kent County Road Commission	33
499 LINCOLN LAKE AVENUE	18 MILE ROAD	17 MILE ROAD	0.90	2	Rural Major Collector	Spencer Township	Kent County Road Commission	33
500 68TH STREET	EASTERN AVENUE	KALAMAZOO AVENUE	1.00	4	Urban Principal Arterial	Gaines Township	Kent County Road Commission	32
501 MORSE LAKE AVENUE	100TH STREET	92ND STREET	0.81	2	Rural Minor Collector	Bowne Township	Kent County Road Commission	31
502 CASCADE ROAD	ALDEN NASH AVENUE	SEGWUN AVENUE	3.02	2	Rural Major Collector	Lowell Township	Kent County Road Commission	31
503 68TH STREET	LEISURE CREEK DRIVE	HANNA LAKE AVENUE	0.46	5	Urban Minor Arterial	Gaines Township	Kent County Road Commission	28
504 PATTERSON AVENUE	100TH STREET	92ND STREET	1.00	2	Rural Major Collector	Gaines Township	Kent County Road Commission	28
505 KALAMAZOO AVENUE	52ND STREET	60TH STREET	1.00	4	Urban Principal Arterial	City of Kentwood	Kent County Road Commission	26
506 EASTERN AVENUE	60TH STREET	68TH STREET	0.97	4	Urban Minor Arterial	Gaines Township	Kent County Road Commission	24
507 20 MILE ROAD	TRUFANT AVENUE	MEDDLER AVENUE	0.45	2	Rural Major Collector	Spencer Township	Kent County Road Commission	23
508 60TH STREET	EASTERN AVENUE	DIVISION AVENUE	0.97	4	Urban Minor Arterial	City of Kentwood	Kent County Road Commission	22
509 KALAMAZOO AVENUE	44TH STREET	52ND STREET	1.00	4	Urban Principal Arterial	City of Kentwood	Kent County Road Commission	21
510 68TH STREET	HANNA LAKE AVENUE	DUTTON INDUSTRIAL DRIVE	0.64	4	Urban Minor Arterial	Gaines Township	Kent County Road Commission	21
511 64TH STREET	KUIPER DRIVE	MARYLOUISE COURT	0.50	2	Urban Collector	Byron Township	Kent County Road Commission	19
512 BURINGAME AVENUE	BEACONSFIELD STREET	76TH STREET	0.61	2	Urban Collector	Byron Township	Kent County Road Commission	15
513 DIVISION AVENUE	76TH STREET	68TH STREET	1.01	4	Urban Principal Arterial	Byron Township	Kent County Road Commission	15
514 CASCADE ROAD	36TH STREET	WHITNEYVILLE AVENUE	0.81	2	Urban Minor Arterial	Cascade Township	Kent County Road Commission	12
515 48TH AVENUE	PORT SHELDON STREET	BALDWIN STREET	1.51	2	Urban Minor Arterial	Blendon Township	Ottawa Country Road Commission	67
516 COTTONWOOD DRIVE	BAUER ROAD	FILLMORE STREET	1.43	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	67
517 MAIN STREET	KENOWA AVENUE	CHICAGO DRIVE	0.24	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	67
518 BYRON ROAD	40TH AVENUE	32ND AVENUE	1.00	2	Rural Minor Arterial	Jamestown Township	Ottawa Country Road Commission	67
519 BYRON ROAD	24TH AVENUE	16TH AVENUE	1.00	2	Urban Minor Arterial	Jamestown Township	Ottawa Country Road Commission	67
520 36TH AVENUE	PORT SHELDON STREET	HUDSONVILLE CL	0.81	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	65

2006 GVMC Pavement Conditons

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Functional Class</u>	<u>Jurisdiction</u>	<u>Road Jurisdiction</u>	<u>PCI</u>
521 BYRON ROAD	32ND AVENUE	24TH AVENUE	1.01	2	Urban Minor Arterial	Jamestown Township	Ottawa Country Road Commission	65
522 BALDWIN STREET	MAIN STREET	20TH AVENUE	2.18	5	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	64
523 BAUER ROAD	36TH AVENUE	28TH AVENUE	1.03	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	64
524 LEONARD STREET	8TH AVENUE	24TH AVENUE	2.17	2	Urban Minor Arterial	Tallmadge Township	Ottawa Country Road Commission	64
525 LINDEN DRIVE	SOUTH OF WINANS STREET	26TH AVENUE	1.04	2	Urban Collector	Tallmadge Township	Ottawa Country Road Commission	64
526 48TH AVENUE	BALDWIN STREET	BAUER ROAD	1.00	2	Urban Minor Arterial	Blendon Township	Ottawa Country Road Commission	63
527 BAUER ROAD	48TH AVENUE	36TH AVENUE	1.51	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	63
528 24TH AVENUE	OTTOGAN STREET	ADAMS STREET	1.00	2	Rural Minor Arterial	Jamestown Township	Ottawa Country Road Commission	62
529 8TH AVENUE	LEONARD STREET	MAPLE RUN STREET	1.55	2	Urban Collector	Tallmadge Township	Ottawa Country Road Commission	62
530 BYRON ROAD	48TH AVENUE	40TH AVENUE	0.97	2	Rural Minor Arterial	Jamestown Township	Ottawa Country Road Commission	61
531 BYRON ROAD	16TH AVENUE	8TH AVENUE	1.01	2	Urban Minor Arterial	Jamestown Township	Ottawa Country Road Commission	60
532 24TH AVENUE	ADAMS STREET	PERRY STREET	1.00	2	Rural Minor Arterial	Jamestown Township	Ottawa Country Road Commission	57
533 BAUER ROAD	COTTONWOOD DRIVE	20TH AVENUE	1.02	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	55
534 24TH AVENUE	PERRY STREET	BYRON ROAD	1.00	2	Urban Minor Arterial	Jamestown Township	Ottawa Country Road Commission	55
535 18TH AVENUE	ROSEWOOD STREET	CHICAGO DRIVE	0.48	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	54
536 8TH AVENUE	PORT SHELDON STREET	44TH STREET	0.54	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	52
537 BALDWIN STREET	MAIN STREET	OLD M-21	0.37	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	50
538 FILLMORE STREET	COTTONWOOD AVENUE	BEND DRIVE	2.40	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	50
539 VAN BUREN STREET	22ND AVENUE	16TH AVENUE	0.69	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	48
540 BALDWIN STREET	20TH AVENUE	28TH AVENUE	1.04	4	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	44
541 20TH AVENUE	PINEWOOD STREET	BALDWIN STREET	0.53	4	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	43
542 40TH AVENUE	HUDSONVILLE LIMITS	PORT SHELDON STREET	0.70	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	43
543 8TH AVENUE	LAKE MICHIGAN DRIVE	LEONARD STREET	1.01	2	Urban Collector	Tallmadge Township	Ottawa Country Road Commission	42
544 12TH AVENUE	PORT SHELDON STREET	CHICAGO DRIVE	0.48	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	41
545 12TH AVENUE	ACCESS ROAD	ACCESS ROAD	0.03	1	Urban Collector	Georgetown Township	Ottawa Country Road Commission	41
546 12TH AVENUE	ACCESS ROAD	ACCESS ROAD	0.04	1	Urban Collector	Georgetown Township	Ottawa Country Road Commission	41
547 12TH AVENUE	ACCESS ROAD	ACCESS ROAD	0.02	1	Urban Collector	Georgetown Township	Ottawa Country Road Commission	41
548 12TH AVENUE	BALDWIN STREET	CHICAGO DRIVE	0.80	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	41
549 28TH AVENUE	HUDSONVILLE LIMITS	BALDWIN STREET	1.51	5	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	41
550 FILLMORE STREET	WEST OF 42ND AVENUE	48TH AVENUE	0.67	2	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	41
551 ROSEWOOD STREET	ACCESS ROAD	ACCESS ROAD	0.04	1	Urban Collector	Georgetown Township	Ottawa Country Road Commission	41
552 8TH AVENUE	JOHNSON STREET	IRONWOOD DRIVE	0.99	2	Urban Collector	Tallmadge Township	Ottawa Country Road Commission	41
553 8TH AVENUE	GARFIELD STREET	4 MILE ROAD	1.10	2	Urban Collector	Wright Township	Ottawa Country Road Commission	41
554 MAIN STREET	CHICAGO DRIVE	BALDWIN STREET	0.28	4	Urban Minor Arterial	Georgetown Township	Ottawa Country Road Commission	40
555 VAN BUREN STREET	16TH AVENUE	44TH STREET	1.09	2	Urban Collector	Georgetown Township	Ottawa Country Road Commission	40
556 MAIN STREET	MAPLE STREET	CHURCH STREET	0.08	2	Rural Minor Arterial	Village of Caledonia	Village of Caledonia	59
557 MAIN STREET	WATERLOO STREET	RAILROAD STREET	0.25	2	Rural Minor Collector	Village of Casnovia	Village of Casnovia	64
558 MAIN STREET	NORTH LIMITS	M-37	1.02	2	Rural Major Collector	Village of Kent City	Village of Kent City	69
559 BALL CREEK ROAD	17 MILE ROAD	NORTH LIMITS	0.32	2	Rural Minor Collector	Village of Kent City	Village of Kent City	63
560 LAKE STREET	NORTHLAND DRIVE	RITCHIE AVENUE	0.89	2	Rural Major Collector	Village of Sand Lake	Village of Sand Lake	45

2035 GVMC Long Range Plan Projects

FY 2008 - 2011 STPU (\$30,684,508 Federal Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	FUNDING SOURCES			ESTIMATED TOTAL COST	PROJECT TYPE	AQ ANALYSIS	
					STP-U	EDF-C	LOCAL MATCH			EXEMPT??	LENGTH
Rivertown Parkway*	Ivanrest	Wilson	City of Grandville	Resurface Existing in 2008	\$470,250		\$279,750	\$750,000	Preservation	Yes	1.00
68th Street*	Division	Kalamazoo	Gaines Twp - KCRC	Resurface Existing in 2008	\$470,250		\$279,750	\$750,000	Preservation	Yes	2.00
28th Avenue*	Hudsonville CL	Baldwin	Georgetown Twp - OCRC	Reconstruct and Widen from 2 to 5 lanes in 2008	\$1,504,800		\$895,200	\$2,400,000	Widen	No	1.40
Wealthy Street*	Division	Lafayette	City of Grand Rapids	Reconstruct Existing in 2008	\$683,430		\$406,570	\$1,090,000	Preservation	Yes	0.30
Kalamazoo Avenue*	52nd Street	60th Street	City of Kentwood	Reconstruct and Widen to 4 Lane Boulevard in 2008	\$1,254,000		\$746,000	\$2,000,000	Widen	No	1.00
Wealthy Street*	East Grand Rapids CL	Plymouth	City of East Grand Rapids	Resurface Existing in 2008	\$73,735		\$43,865	\$117,600	Preservation	Yes	0.27
Fuller Street*	Franklin	Wealthy	City of Grand Rapids	Reconstruct Existing in 2008	\$990,660		\$589,340	\$1,580,000	Preservation	Yes	0.55
Leonard Street*	Carpenter	Oakleigh	City of Grand Rapids	Reconstruct Existing in 2008	\$827,640		\$492,360	\$1,320,000	Preservation	Yes	0.39
Covell Street	Lake Michigan Drive	Leonard	City of Grand Rapids	Resurface Existing in 2008	\$470,250		\$279,750	\$750,000	Preservation	Yes	1.00
Patterson Avenue	28th Street	36th Street	Cascade Twp - KCRC	Resurface Existing in 2008	\$438,900		\$261,100	\$700,000	Preservation	Yes	1.00
Breton Road	Lake Street	Hall Street	City of East Grand Rapids	Resurface Existing in 2008	\$56,430		\$33,570	\$90,000	Preservation	Yes	0.39
Lake Michigan Drive	Fulton St Turnoff	Garfield	City of Grand Rapids	Resurface Existing in 2009	\$128,350		\$41,650	\$170,000	Preservation	Yes	0.27
Division Avenue	Cottage Grove	Home	City of Grand Rapids	Reconstruct Existing in 2009	\$755,000		\$245,000	\$1,000,000	Preservation	Yes	0.30
Lyon Street	Division	Lafayette	City of Grand Rapids	Reconstruct Existing in 2009	\$858,813		\$278,688	\$1,137,500	Preservation	Yes	0.30
Walker Avenue	32' N of CL Leonard St	City Limits	City of Grand Rapids	Resurface Existing in 2009	\$369,950		\$120,050	\$490,000	Preservation	Yes	1.20
Ivanrest Avenue	Rivertown Pkwy	S City Limits	City of Grandville	Resurface Existing in 2009	\$169,875		\$55,125	\$225,000	Preservation	Yes	0.42
60th Street	Division	Eastern	Gaines Twp - KCRC	Resurface Existing in 2009	\$490,750		\$159,250	\$650,000	Preservation	Yes	0.96
68th Street	Plaster Cr.	2700' E of Hanna Lake	Gaines Twp - KCRC	Resurface Existing in 2009	\$490,750		\$159,250	\$650,000	Preservation	Yes	1.09
Hanna Lake Avenue	68th St	Wing Avenue	Gaines Twp - KCRC	Reconstruct Existing/Add Center Turn Lane in 2009	\$604,000		\$196,000	\$800,000	Preservation	Yes	0.50
Eastern Avenue	60th St	68th St	Gaines Twp - KCRC	Resurface Existing in 2009	\$490,750		\$159,250	\$650,000	Preservation	Yes	0.98
52nd St./Kelllogg Woods	Division	Eastern	City of Kentwood	Resurface Existing in 2009	\$286,900		\$93,100	\$380,000	Preservation	Yes	1.51
44th Street	Eastern	Kalamazoo	City of Kentwood - KCRC	Resurface Existing in 2009	\$528,500		\$171,500	\$700,000	Preservation	Yes	1.00
Fillmore St/Cottonwood Dr	48th Avenue	Taylor St	Georgetown Twp - OCRC	Resurface Existing in 2009	\$528,500		\$171,500	\$700,000	Preservation	Yes	4.50
Division Avenue	54th Street	60th Street	City of Wyoming	Reconstruct and Add Center Turn Lane by 2011	\$880,000		\$220,000	\$1,100,000	Preservation	Yes	0.76
Baldwin Street	Cottonwood Drive	Main Street Curve	Georgetown Twp - OCRC	Needs Further Study after Baldwin Connector	\$32,000		\$8,000	\$40,000	Preservation	Yes	0.16
76th Street	Eastern	Kalamazoo	Gaines Twp - KCRC	Reconstruct and Widen to 3 Lanes by 2011	\$1,600,000		\$400,000	\$2,000,000	Widen	No	1.00
TSM, TDM, Transit Options		Various Locations		Projects selected through the GVMC Congestion Management Sys.	\$800,000		\$200,000	\$1,000,000	Preservation	Yes	
Planning Studies (\$250,000/yr)		Various Locations		Congestion, Pavement, Safety Management System Support	\$1,000,000		\$250,000	\$1,250,000	Preservation	Yes	
Safety Projects (\$250,000/yr)		Various Locations		Projects selected through the GVMC Safety Management Sys.	\$1,000,000		\$250,000	\$1,250,000	Preservation	Yes	
ITS Projects (\$350,000/yr)		Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	\$1,400,000		\$350,000	\$1,750,000	Preservation	Yes	
Preservation Projects (FY2010-2011)***		Various Locations		Projects selected through the GVMC Pavement Management Sys.	\$7,000,000		\$3,000,000	\$10,000,000	Preservation	Yes	
Total					\$26,654,483		\$0	\$10,835,618	\$37,490,100		

*Programmed in 2006-2008 TIP

**Projects programmed at a 50% Federal/50% Local Match Funding

***Programmed at 70/30 Match Rate

FY 2008 - 2011 EDFC (\$9,309,828 EDFC Available)

ROADWAY	FROM	TO	JURISDICTION	POSSIBLE ALTERNATIVE	STP-U	EDF-C	LOCAL MATCH	TOTAL COST	TYPE	EXEMPT??	LENGTH
East Paris Avenue*	36th Street	Swank Drive	City of Kentwood	Reconstruct and Widen to 4 lanes in 2008		\$515,250	\$234,750	\$750,000	Widen	No	0.50
44th Street*	Clyde Park Avenue	500' West	City of Wyoming	Widen to 6 Lanes in 2008		\$343,500	\$156,500	\$500,000	Widen	No	0.10
Northland Drive*	13 Mile Road	14 Mile Road	Algoma Twp - KCRC	Reconstruct and Widen to 5 lanes in 2008		\$1,374,000	\$626,000	\$2,000,000	Widen	No	0.62
10 Mile Road*	2700' West of Wolven Ave	Childsdale Avenue	Algoma Twp - KCRC	Reconstruct and Widen to 5 lanes in 2008		\$1,374,000	\$626,000	\$2,000,000	Widen	No	0.73
44th Street*	Clyde Park Avenue	SB US-131 Ramps	City of Wyoming	Reconstruct and Widen to accommodate SPU1 by 2009		\$275,000	\$275,000	\$550,000	Widen	No	0.10

05/18/2007

0811 TIP 2035 PROJECTS.123

2035 GVMC Long Range Plan Projects

44th Street*	SB US-131 Ramps	NB US-131 Ramps	City of Wyoming	Construction of SPU1 by 2009	\$475,000	\$475,000	\$950,000	Widen	No	0.10
44th Street**	Clay Avenue	Buchanan Avenue	City of Wyoming	Reconstruct and Widen to 6 Lane Blvd by 2009	\$750,000	\$750,000	\$1,500,000	Widen	No	0.42
44th Street**	NB US -131 Ramps	Clay Avenue	City of Wyoming	Reconstruct and Widen to accommodate SPU1 by 2009	\$175,000	\$175,000	\$350,000	Widen	No	0.10
44th Street**	Buchanan Avenue	Division Avenue	City of Wyoming	Reconstruct and Widen to 6 Lane Blvd by 2009	\$450,000	\$450,000	\$900,000	Widen	No	0.26
44th Street (WB)**	East CL	Ivanrest Avenue	City of Grandville - KCRC	Add 3rd through lane by 2009	\$125,000	\$125,000	\$250,000	Widen	No	0.12
Kalamazoo Avenue**	44th Street	52nd Street	City of Kentwood	Reconstruct and Widen to 4 Lane Blvd by 2009	\$1,500,000	\$1,500,000	\$3,000,000	Widen	No	1.00
4 Mile Road**	Bristol Avenue	Old Orchard Drive	Alpine Twp - KCRC	Reconstruct and Widen to 3/5 lanes by 2011	\$650,000	\$650,000	\$1,300,000	Widen	No	0.49
3 Mile Road**	West of Walker Avenue	Peach Ridge Avenue	City of Walker	Reconstruct and Widen to 4 lanes by 2011	\$1,300,000	\$1,300,000	\$2,600,000	Widen	No	0.69

Total

*Programmed in FY 2006-2008 TIP

**Programmed at 50/50 Match Rate

\$0 \$9,306,750 \$7,343,250 \$16,650,000

FY 2008 - 2011 MDOT

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>Improve/Expand</u>	<u>Preservation</u>	<u>ESTIMATED TOTAL COST</u>	<u>TYPE</u>	<u>EXEMPT??</u>	<u>LENGTH</u>
I-196/ Baldwin Interchange*	I-196	Baldwin Road	Georgetown Twp/MDOT	Construct new interchange access	\$25,000,000		\$25,000,000	Widen	No	0.10
US-131	At 44th Street		Wyoming/MDOT	Interchange Improvements	\$2,500,000	\$7,500,000	\$10,000,000	Widen/Preserve	Yes	0.10
I-196	Grand River/Junction	Fuller	MDOT	Add Weave/Merge, Bridges, Reconstruction	\$5,000,000	\$20,000,000	\$25,000,000	Widen/Preserve	No	1.75
I-196/I-96 Bridges*	Ottawa/Ionia	I-196/I-96 Junction	MDOT	Rehab and widening of bridges to accommodate condition issues and future traffic		\$24,000,000	\$24,000,000	Preservation	Yes	0.50

Total

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

\$32,500,000 \$51,500,000 \$84,000,000

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

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>STP-U</u>	<u>EDF-C</u>	<u>LOCAL MATCH</u>	<u>TOTAL COST</u>	<u>TYPE</u>	<u>EXEMPT??</u>	<u>LENGTH</u>
32nd Street	GR/KW CL	Breton Avenue	City of Kentwood	Reconstruct and Add Center Turn Lane by 2018	\$280,000		\$70,000	\$350,000	Preservation	Yes	0.25
32nd Street	Breton Avenue	Shaffer Avenue	City of Kentwood	Reconstruct and Add Center Turn Lane by 2018	\$1,120,000		\$280,000	\$1,400,000	Preservation	Yes	1.00
100th Street	NB US-131 Ramps	Division Avenue	Byron Twp - KCRC	Reconstruct and Add Center Turn Lane by 2018	\$200,000		\$50,000	\$250,000	Preservation	Yes	0.20
Kenowa Avenue	Curve	Tyler/36th Street	City of Grandville	Reconstruct and Add Center Turn Lane by 2018	\$200,000		\$50,000	\$250,000	Preservation	Yes	0.16
44th Street	West CL	Byron Center Avenue	City of Wyoming	Reconstruct and Widen to 6 Lane Blvd by 2018	\$1,360,000		\$340,000	\$1,700,000	Widen	No	0.48
Port Sheldon Street**	48th Avenue	40th Avenue	Georgetown Twp - OCRC	Reconstruct and Widen to 5 lanes by 2018	\$1,250,000		\$1,250,000	\$2,500,000	Widen	No	1.00
28th Avenue**	Baldwin Street	Bauer Road	Georgetown Twp - OCRC	Reconstruct and Widen to 5 lanes by 2018	\$1,250,000		\$1,250,000	\$2,500,000	Widen	No	1.00
48th Avenue**	Fillmore Street	M-45 (Lake Michigan Drive)	Allendale Twp - OCRC	Reconstruct and Widen to 4 Lane Blvd by 2018	\$1,750,000		\$1,750,000	\$3,500,000	Widen	No	1.00
West River Drive	Jupiter Avenue	Verta Avenue	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2018		\$1,600,000	\$400,000	\$2,000,000	Preservation	Yes	0.80
TSM, TDM, Transit Options	Various Locations	Various Locations		Projects selected through the GVMC Congestion Management Sys.	\$2,400,000		\$600,000	\$3,000,000	Preservation	Yes	
Planning Studies (\$250,000/yr)	Various Locations	Various Locations		Congestion, Pavement, Safety Management System Support	\$1,750,000		\$437,500	\$2,187,500	Preservation	Yes	
Safety Projects (\$250,000/yr)	Various Locations	Various Locations		Projects selected through the GVMC Safety Management Sys.	\$1,750,000		\$437,500	\$2,187,500	Preservation	Yes	
ITS Projects (\$350,000/yr)	Various Locations	Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	\$2,450,000		\$612,500	\$3,062,500	Preservation	Yes	
Preservation Projects*	Various Locations	Various Locations		Projects selected through the GVMC Pavement Management Sys.	\$42,000,000		\$18,000,000	\$60,000,000	Preservation	Yes	

Total

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

\$57,760,000 \$25,527,500 \$84,887,500

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

05/18/2007

0811 TIP 2035 PROJECTS.123

2035 GVMC Long Range Plan Projects

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>STP-U</u>	<u>EDF-C</u>	<u>LOCAL MATCH</u>	<u>TOTAL COST</u>	<u>TYPE</u>	<u>EXEMPT??</u>	<u>LENGTH</u>
4 Mile Road	Peach Ridge Avenue	Walker Avenue	Alpine Twp - KCRC	Reconstruct and Widen to 3 lanes by 2018		\$520,000	\$130,000	\$650,000	Widen	No	0.42
4 Mile Road	Walker Avenue	Bristol Avenue	Alpine Twp - KCRC	Reconstruct and Widen to 3 lanes by 2018		\$1,280,000	\$320,000	\$1,600,000	Widen	No	1.09
3 Mile Road	Fuller Avenue	GR/GR Twp CL	City of Grand Rapids	Reconstruct and Widen to 4 lanes by 2018		\$1,240,000	\$310,000	\$1,550,000	Widen	No	0.77
Knapp Street	Plainfield Avenue	Diamond Avenue	City of Grand Rapids	Reconstruct and Widen to 4 lanes by 2018		\$960,000	\$240,000	\$1,200,000	Widen	No	0.59
Knapp Street	Diamond Avenue	Fuller Avenue	City of Grand Rapids	Reconstruct and Widen to 4 lanes by 2018		\$400,000	\$100,000	\$500,000	Widen	No	0.25
Knapp Street	M-44	Dunnigan Avenue	City of Grand Rapids - KCRC	Reconstruct and Widen to 4 lanes by 2018		\$440,000	\$110,000	\$550,000	Widen	No	0.27
68th Street	Clyde Park	Burlingame	Byron Twp - KCRC	Widen from 2 to 5 Lanes in 2018		\$800,000	\$200,000	\$1,000,000	Widen	No	1.00
Total					\$0	\$2,120,000	\$46,145,000	\$157,975,000			

FY 2012 - 2018 MDOT

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

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

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

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>STP-U</u>	<u>FUNDING SOURCES</u>			<u>ESTIMATED TOTAL COST</u>	<u>PROJECT TYPE</u>	<u>AQ ANALYSIS</u>	
						<u>EDF-C</u>	<u>LOCAL MATCH</u>	<u>TOTAL COST</u>			<u>EXEMPT??</u>	<u>LENGTH</u>
68th Avenue	M-45 (Lake Michigan Drive)	Warner Street	Allendale Twp - OCRC	Reconstruct and Widen to 5 lanes by 2025	\$3,040,000		\$760,000	\$3,800,000	Widen	No	1.51	
68th Avenue*	Warner Street	Leonard Street	Allendale Twp - OCRC	Reconstruct and Widen Roadway & Bridge to 5 lanes by 2025	\$5,500,000		\$5,500,000	\$11,000,000	Widen	No	1.55	
Cottonwood Drive	Bauer Road	Fillmore Street	Georgetown Twp - OCRC	Reconstruct and Widen to 5 lanes by 2025	\$2,880,000		\$720,000	\$3,600,000	Widen	No	1.44	
Cottonwood Drive	Baldwin Street	Bauer Road	Georgetown Twp - OCRC	Reconstruct and Add Center Turn Lane by 2025	\$1,600,000		\$400,000	\$2,000,000	Preservation	Yes	1.43	
Walker Avenue	Sharp Street	Waldorf Street	City of Walker	Reconstruct/Add Center Lane/widen bridge by 2025	\$1,800,000		\$450,000	\$2,250,000	Preservation	Yes	0.17	
TSM, TDM, Transit Options	Various Locations	Various Locations		Projects selected through the GVMC Congestion Management Sys.	\$2,400,000		\$600,000	\$3,000,000	Preservation	Yes		
Planning Studies (\$250,000/yr)	Various Locations	Various Locations		Congestion, Pavement, Safety Management System Support	\$1,750,000		\$437,500	\$2,187,500	Preservation	Yes		
Safety Projects (\$250,000/yr)	Various Locations	Various Locations		Projects selected through the GVMC Safety Management Sys.	\$1,750,000		\$437,500	\$2,187,500	Preservation	Yes		
ITS Projects (\$350,000/yr)	Various Locations	Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	\$2,450,000		\$612,500	\$3,062,500	Preservation	Yes		
Preservation Projects**	Various Locations	Various Locations		Projects selected through the GVMC Pavement Management Sys.	\$35,000,000		\$15,000,000	\$50,000,000	Preservation	Yes		
Total					\$58,170,000	\$0	\$24,917,500	\$83,087,500				

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

**Programmed at 70/30 Match Rate

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

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>STP-U</u>	<u>EDF-C</u>	<u>LOCAL MATCH</u>	<u>TOTAL COST</u>	<u>TYPE</u>	<u>EXEMPT??</u>	<u>LENGTH</u>
Fruit Ridge Avenue	I-96 EB On Ramp	I-96 WB Off Ramp	City of Walker	Widen in conjunction with MDOT		\$720,000	\$180,000	\$900,000	Widen	No	0.24
Northland Drive	M-57 (14 Mile)	15 Mile Road	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025		\$800,000	\$200,000	\$1,000,000	Preservation	Yes	0.81
Breton Avenue	28th Street	Burton Street	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2025		\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	1.00
College Avenue	EB I-196 ramps	WB I-196 ramps	City of Grand Rapids	Reconstruct and Realign with ITS by 2025		\$360,000	\$90,000	\$450,000	Preservation	Yes	0.08
College Avenue	Michigan Street	I-196 Ramps	City of Grand Rapids	Reconstruct and Realign with ITS by 2025		\$360,000	\$90,000	\$450,000	Preservation	Yes	0.06

05/18/2007

0811 TIP 2035 PROJECTS.123

2035 GVMC Long Range Plan Projects

West River Drive	Verta Avenue	M-44 (Northland Drive)	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025	\$1,080,000	\$270,000	\$1,350,000	Preservation	Yes	1.49
10 Mile Road	Mary Ester Drive	Algoma Avenue	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025	\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	1.18
10 Mile Road	Pine Island Drive	Mary Ester Drive	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025	\$880,000	\$220,000	\$1,100,000	Preservation	Yes	0.84
10 Mile Road	Division Avenue	Pine Island Drive	Algoma Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025	\$960,000	\$240,000	\$1,200,000	Preservation	Yes	0.99
Post Drive	US-131	Pine Island Drive	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2025	\$480,000	\$120,000	\$600,000	Preservation	Yes	0.30
52nd Street	Ivanrest Avenue	Byron Center Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025	\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	0.90
52nd Street	Byron Center Avenue	Burlingame Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025	\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	0.90
52nd Street	Burlingame Avenue	Clyde Park Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025	\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	0.90
56th Street	Ivanrest Avenue	Byron Center Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2025	\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	0.90
Total					\$0	\$12,840,000	\$3,210,000	\$16,050,000		

FY 2019 - 2025 MDOT

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>Improve/Expand</u>	<u>Preservation</u>	<u>ESTIMATED TOTAL COST</u>	<u>TYPE</u>	<u>EXEMPT??</u>	<u>LENGTH</u>
I-196	Grand River/Junction	Fuller	MDOT	Widen from 2 to 3 lanes in each direction	\$20,000,000		\$20,000,000	Widen	No	1.75
College/Fuller	at I-196		MDOT/Grand Rapids	Add turning lanes to bridges and ramps @ I-196	\$20,000,000	\$10,000,000	\$30,000,000	Widen/Preserve	No	0.10
I-196	Fuller	I-96/I-196 Junction	MDOT	Widen from 2 to 3 lanes in each direction	\$15,000,000		\$15,000,000	Widen	No	2.00
M-44/M-37	Knapp	M-21	MDOT	Preseve/Widen Existing Roadway	\$15,000,000	\$15,000,000	\$30,000,000	Widen/Preserve	No	2.50
Total					\$70,000,000	\$25,000,000	\$95,000,000			

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

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>STP-U</u>	<u>FUNDING SOURCES</u>			<u>ESTIMATED TOTAL COST</u>	<u>PROJECT TYPE</u>	<u>AQ ANALYSIS EXEMPT??</u>	<u>LENGTH</u>
						<u>EDF-C</u>	<u>LOCAL MATCH</u>					
68th Avenue	Pierce Street	M-45 (Lake Michigan Drive)	Allendale Twp - OCRC	Reconstruct and Add Center Turn Lane by 2035	\$1,000,000		\$250,000		\$1,250,000	Preservation	Yes	1.00
68th Avenue	Fillmore Street	Pierce Street	Allendale Twp - OCRC	Reconstruct and Add Center Turn Lane by 2035	\$1,000,000		\$250,000		\$1,250,000	Preservation	Yes	1.01
48th Avenue	Bauer Road	Fillmore Street	Georgetown Twp - OCRC	Reconstruct and Widen to 4 Lane Blvd by 2035	\$4,400,000		\$1,100,000		\$5,500,000	Widen	No	1.51
TSM, TDM, Transit Options Planning Studies (\$250,000/yr)		Various Locations		Projects selected through the GVMC Congestion Management Sys.	\$3,200,000		\$800,000		\$4,000,000	Preservation	Yes	
Safety Projects (\$250,000/yr)		Various Locations		Congestion, Pavement, Safety Management System Support	\$2,500,000		\$625,000		\$3,125,000	Preservation	Yes	
ITS Projects (\$350,000/yr)		Various Locations		Projects selected through the GVMC Safety Management Sys.	\$2,500,000		\$625,000		\$3,125,000	Preservation	Yes	
Preservation Projects*		Various Locations		Projects selected through the GVMC ITS/Traffic Operations Comm.	\$3,500,000		\$875,000		\$4,375,000	Preservation	Yes	
				Projects selected through the GVMC Pavement Management Sys.	\$63,000,000		\$27,000,000		\$90,000,000	Preservation	Yes	
Total					\$81,100,000	\$0	\$31,525,000		\$112,625,000			

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

<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u>JURISDICTION</u>	<u>POSSIBLE ALTERNATIVE</u>	<u>STP-U</u>	<u>FUNDING SOURCES</u>			<u>ESTIMATED TOTAL COST</u>	<u>PROJECT TYPE</u>	<u>AQ ANALYSIS EXEMPT??</u>	<u>LENGTH</u>
						<u>EDF-C</u>	<u>LOCAL MATCH</u>					
Fruit Ridge Avenue	4 Mile Road	5 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$1,040,000		\$260,000		\$1,300,000	Preservation	Yes	1.07
Fruit Ridge Avenue	5 Mile Road	6 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$960,000		\$240,000		\$1,200,000	Preservation	Yes	1.00
Fruit Ridge Avenue	6 Mile Road	7 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$960,000		\$240,000		\$1,200,000	Preservation	Yes	1.00
Fruit Ridge Avenue	7 Mile Road	8 Mile Road	Alpine Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$1,000,000		\$250,000		\$1,250,000	Preservation	Yes	1.01
3 Mile Road	Dean Lake Avenue	Leffingwell Avenue	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$800,000		\$200,000		\$1,000,000	Preservation	Yes	0.75
3 Mile Road	Leffingwell Avenue	M-44 (East Beltline)	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$520,000		\$130,000		\$650,000	Preservation	Yes	0.51

05/18/2007

0811 TIP 2035 PROJECTS.123

2035 GVMC Long Range Plan Projects

Knapp Street	GR/GR Twp CL	Leffingwell Avenue	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$600,000	\$150,000	\$750,000	Preservation	Yes	0.60
Northland Drive	16 Mile Road	Cedar Springs South Limits	Nelson Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$1,000,000	\$250,000	\$1,250,000	Preservation	Yes	0.66
7 Mile Road	Division Avenue	Pine Island Drive	Plainfield Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$800,000	\$200,000	\$1,000,000	Preservation	Yes	0.81
Walker Avenue	Northridge Drive	4 Mile Road	City of Walker	Reconstruct and Widen to 5 lanes by 2035	\$1,200,000	\$300,000	\$1,500,000	Widen	No	0.55
Forest Hill Avenue	Cascade Road	I-96	City of Kentwood - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$880,000	\$220,000	\$1,100,000	Preservation	Yes	0.95
Forest Hill Avenue	M-21	Ada Drive	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$1,040,000	\$260,000	\$1,300,000	Preservation	Yes	0.90
76th Street	Burlingame Avenue	Clyde Park Avenue	Byron Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$960,000	\$240,000	\$1,200,000	Preservation	Yes	0.90
Knapp Street	East Grand Rapids CL	West of Leffingwell	Grand Rapids Twp - KCRC	Reconstruct and Add Center Turn Lane by 2035	\$480,000	\$120,000	\$600,000	Preservation	Yes	0.47
Burton Street	DeHoop Avenue	Clyde Park Avenue	City of Wyoming	Reconstruct and Add Center Turn Lane by 2035	\$600,000	\$150,000	\$750,000	Preservation	Yes	0.70
Burton Street	US-131	Buchanan Avenue	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035	\$600,000	\$150,000	\$750,000	Preservation	Yes	0.50
Burton Street	Division Avenue	Eastern Avenue	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035	\$1,200,000	\$300,000	\$1,500,000	Preservation	Yes	0.94
Burton Street	Plymouth Avenue	Breton Avenue	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035	\$960,000	\$240,000	\$1,200,000	Preservation	Yes	0.75
Burton Street	Breton Avenue	M-37 (East Beltline)	City of Grand Rapids	Reconstruct and Add Center Turn Lane by 2035	\$1,600,000	\$400,000	\$2,000,000	Preservation	Yes	0.95
Total					ERR \$17,200,000	\$4,300,000	\$21,500,000			

FY 2026 - 2035 MDOT

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

05/18/2007

0811 TIP 2035 PROJECTS.123

Project Listings

This section lists all federal, state and locally funded projects planned for fiscal years 2008 through 2011 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 four 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 four year program is updated every two years as required by SAFETEA-LU and can be amended by majority vote from the GVMC TPSG, 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 (FY2010 – FY2013) where these projects could be programmed, or 4.) if the maintenance jurisdiction chooses to build the project with local funds.

FY 2008 Projects

Grand Valley Metro Council 2008 TIP Projects

Project Data Template

5/23/07

Required Fields

Optional Fields

Fiscal Year	County	Jurisdiction	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other
2008	Kent	ITP	JARC	Regionwide	0.00	Transit Operations	Job Access/Reverse Commute	T-Ops		218	3037	218	CTF			436														
2008	Kent	ITP	ITS	Regionwide	0.00	Miscellaneous	Intelligent Transportation Sys.	T-Cap		1	5307	0	CTF			1														
2008	Kent	ITP	Contingency	Regionwide	0.00	Miscellaneous	Miscellaneous Contingencies	T-Cap		80	5307	20	CTF			100														
2008	Kent	ITP	Planning	Regionwide	0.00	Miscellaneous	Planning Funds	T-Cap		263	5307	33	CTF	33	TRAL	329						Local funds from ITP								
2008	Kent	ITP	Prev. Mainten.	Regionwide	0.00	Miscellaneous	Preventive Maintenance	T-Cap		800	5307	200	CTF			1000														
2008	Kent	ITP	Project Admin.	Regionwide	0.00	Miscellaneous	Project Administration	T-Cap		64	5307	16	CTF			80														
2008	Kent	ITP	ADA Veh. Equip.	Regionwide	0.00	Transit Operations Equipment	ADA Vehicle Equipment	T-Cap		156	5307	17	CTF			173														
2008	Kent	ITP	Comp. Hardware	Regionwide	0.00	Transit Operations Equipment	Computer Hardware	T-Cap		31	5307	8	CTF			39														
2008	Kent	ITP	Comp. Software	Regionwide	0.00	Transit Operations Equipment	Computer Software	T-Cap		19	5307	5	CTF			24														
2008	Kent	ITP	Misc. Equip.	Regionwide	0.00	Transit Operations Equipment	Miscellaneous Support Equipment	T-Cap		44	5307	11	CTF			55														
2008	Kent	ITP	Office Furn/Equip	Regionwide	0.00	Transit Operations Equipment	Office Furniture/Equipment	T-Cap		12	5307	3	CTF			15														
2008	Kent	ITP	Radio Equip.	Regionwide	0.00	Transit Operations Equipment	Radio Equipment	T-Cap		4	5307	1	CTF			5														
2008	Kent	ITP	Shop Equip.	Regionwide	0.00	Transit Operations Equipment	Shop Equipment	T-Cap		75	5307	19	CTF			94														
2008	Kent	ITP	Storage	Regionwide	0.00	Transit Operations Equipment	Storage/Shelving Units	T-Cap		20	5307	5	CTF			25														
2008	Kent	ITP	Security Equip.	Regionwide	0.00	Transit Operations Equipment	Surveillance/Security Equipment	T-Cap		108	5307	27	CTF			135														
2008	Kent	ITP	A & E	Regionwide	0.00	Transit Facility	Architecture and Engineering	T-Cap		184	5307	46	CTF			230														
2008	Kent	ITP	Cap. Mainten.	Regionwide	0.00	Transit Facility	Associated Capital Maintenance Items	T-Cap		657	5307	164	CTF			821														
2008	Kent	ITP	Signs	Regionwide	0.00	Transit Facility	Bus Stop Signs	T-Cap		4	5307	1	CTF			5														
2008	Kent	ITP	Bus Tire Lease	Regionwide	0.00	Transit Facility	Bus Tire Lease	T-Cap		90	5307	23	CTF			113														
2008	Kent	ITP	Contract	Regionwide	0.00	Miscellaneous	Capital Costs of Contracting	T-Cap		360	5307	90	CTF			450														
2008	Kent	ITP	Fac. Equip.	Regionwide	0.00	Transit Facility	Facility Equipment	T-Cap		60	5307	15	CTF			75														
2008	Kent	ITP	Fac. Renovat.	Regionwide	0.00	Transit Facility	Facility Renovation	T-Cap		56	5307	14	CTF			70														
2008	Kent	ITP	Displays	Regionwide	0.00	Transit Facility	Information Displays	T-Cap		8	5307	2	CTF			10														
2008	Kent	ITP	Pass. Shelters	Regionwide	0.00	Transit Facility	Passenger Shelters	T-Cap		80	5307	20	CTF			100														
2008	Kent	ITP	Rehab Adm/Main	Regionwide	0.00	Transit Facility	Rehabilitation Admin/Main Facility	T-Cap		184	5307	46	CTF			230														
2008	Kent	ITP	Expand/Renovate	Regionwide	0.00	Transit Facility	Wealthy Expansion Renovation	T-Cap		2715	5307	679	CTF			3394														
2008	Kent	ITP	Service Vehicles	Regionwide	0.00	Transit Vehicle Addition	Service Vehicles	T-Cap		64	5307	16	CTF			80														
2008	Kent	ITP	Replacement Vehicles	Regionwide	0.00	Transit Vehicle Replacement	Paratransit Vehicles (10)	T-Cap		528	5307	132	CTF			660														
2008	Kent	ITP	Expand Vehicles	Regionwide	0.00	Transit Vehicle Replacement	Paratransit Vehicles (2)	T-Cap		106	5307	26	CTF			132														
2008	Kent	ITP	Buses	Regionwide	0.00	Transit Vehicle Addition	Expansion Buses (4)	T-Cap		1040	5309	260	CTF			1300														
2008	Kent	ITP	Buses	Regionwide	0.00	Transit Vehicle Replacement	Replacement Buses (12)	T-Cap		3120	5309	780	CTF			3900														

FY 2009 Projects

Grand Valley Metro Council 2009 TIP Projects

Project Data Template

5/23/07

Required Fields

Optional Fields

Fiscal Year	County	Jurisdiction	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other
2009	Kent	ITP	JARC	Regionwide	0.00	Transit Operations	Job Access/Reverse Commute	T-Ops		218	3037	218	CTF			436														
2009	Kent	ITP	Replacement Vehicles	Regionwide	0.00	Transit Vehicle Replacement	Paratransit Vehicles (16)	T-Cap		883	5307	220	CTF			1103														
2009	Kent	ITP	Expand Vehicles	Regionwide	0.00	Transit Vehicle Addition	Paratransit Vehicles (3)	T-Cap		166	5307	41	CTF			207														
2009	Kent	ITP	Service Vehicles	Regionwide	0.00	Transit Vehicle Addition	Service Vehicles	T-Cap		60	5307	15	CTF			75														
2009	Kent	ITP	Cap. Mainten.	Regionwide	0.00	Transit Facility	Associated Capital Maintenance Items	T-Cap		665	5307	166	CTF			831														
2009	Kent	ITP	Prev. Mainten.	Regionwide	0.00	Miscellaneous	Preventive Maintenance	T-Cap		800	5307	200	CTF			1000														
2009	Kent	ITP	Bus Tire Lease	Regionwide	0.00	Transit Facility	Bus Tire Lease	T-Cap		91	5307	23	CTF			114														
2009	Kent	ITP	A & E	Regionwide	0.00	Transit Facility	Architecture and Engineering	T-Cap		188	5307	47	CTF			235														
2009	Kent	ITP	Shop Equip.	Regionwide	0.00	Transit Operations Equipment	Shop Equipment	T-Cap		54	5307	14	CTF			68														
2009	Kent	ITP	Office Fur/Equip	Regionwide	0.00	Transit Operations Equipment	Office Furniture/Equipment	T-Cap		12	5307	3	CTF			15														
2009	Kent	ITP	Fac. Equip.	Regionwide	0.00	Transit Facility	Facility Equipment	T-Cap		100	5307	25	CTF			125														
2009	Kent	ITP	Comp. Hardware	Regionwide	0.00	Transit Operations Equipment	Computer Hardware	T-Cap		46	5307	12	CTF			58														
2009	Kent	ITP	Comp. Software	Regionwide	0.00	Transit Operations Equipment	Computer Software	T-Cap		28	5307	7	CTF			35														
2009	Kent	ITP	Misc. Equip.	Regionwide	0.00	Transit Operations Equipment	Miscellaneous Support Equipment	T-Cap		44	5307	11	CTF			55														
2009	Kent	ITP	ADA Veh. Equip.	Regionwide	0.00	Transit Operations Equipment	ADA Vehicle Equipment	T-Cap		164	5307	18	CTF			182														
2009	Kent	ITP	Fac. Renovat.	Regionwide	0.00	Transit Facility	Facility Renovation	T-Cap		0	5307	0	CTF			0														
2009	Kent	ITP	Rehab Admin/Main	Regionwide	0.00	Transit Facility	Rehabilitation Admin/Main Facility	T-Cap		322	5307	80	CTF			402														
2009	Kent	ITP	Storage	Regionwide	0.00	Transit Operations Equipment	Storage/Shelving Units	T-Cap		20	5307	5	CTF			25														
2009	Kent	ITP	ITS	Regionwide	0.00	Miscellaneous	Intelligent Transportation Sys.	T-Cap		1	5307	0	CTF			1														
2009	Kent	ITP	Radio Equip.	Regionwide	0.00	Transit Operations Equipment	Radio Equipment	T-Cap		4	5307	1	CTF			5														
2009	Kent	ITP	Contingency	Regionwide	0.00	Miscellaneous	Miscellaneous Contingencies	T-Cap		80	5307	20	CTF			100														
2009	Kent	ITP	Project Admin.	Regionwide	0.00	Miscellaneous	Project Administration	T-Cap		64	5307	16	CTF			80														
2009	Kent	ITP	Contract	Regionwide	0.00	Miscellaneous	Capital Costs of Contracting	T-Cap		400	5307	100	CTF			500														
2009	Kent	ITP	Pass. Shelters	Regionwide	0.00	Transit Facility	Passenger Shelters	T-Cap		80	5307	20	CTF			100														
2009	Kent	ITP	Signs	Regionwide	0.00	Transit Facility	Bus Stop Signs	T-Cap		4	5307	1	CTF			5														
2009	Kent	ITP	Displays	Regionwide	0.00	Transit Facility	Information Displays	T-Cap		8	5307	2	CTF			10														
2009	Kent	ITP	Security Equip.	Regionwide	0.00	Transit Operations Equipment	Surveillance/Security Equipment	T-Cap		132	5307	33	CTF			165														
2009	Kent	ITP	Expand/Renovate	Regionwide	0.00	Transit Facility	Wealthy Expansion Renovation	T-Cap		2715	5307	679	CTF			3394														
2009	Kent	ITP	Planning	Regionwide	0.00	Planning and Research	Planning Funds	T-Cap		276	5307	35	CTF	35	TRAL	346						Local Funds from ITP								
2009	KENT	MDOT	M-57	at US-131 Southwest Quadrant	0.00	Roadside Facilities	Expand and Resurface Existing	T-Cap				61	M			61	87478													
2009	Kent	ITP	Ozone Action Days	Areawide	0.00	Miscellaneous	Free Fare on Ozone Action Days	T-Cap		88	CM	22	CTF			110														

FY 2010 Projects

Grand Valley Metro Council 2010 TIP Projects

Project Data Template

5/23/07

Required Fields

Optional Fields

Fiscal Year	County	Jurisdiction	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	
2010	Kent	ITP	Replacement Vehicles	Regionwide	0.00	Transit Vehicle Replacement	Paratransit Vehicles (12)	T-Cap		701	5307	175	CTF			876															
2010	Kent	ITP	Expand Vehicles	Regionwide	0.00	Transit Vehicle Addition	Paratransit Vehicles (3)	T-Cap		175	5307	44	CTF			219															
2010	Kent	ITP	Service Vehicles	Regionwide	0.00	Transit Vehicle Addition	Service Vehicles	T-Cap		80	5307	20	CTF			100															
2010	Kent	ITP	Cap. Mainten.	Regionwide	0.00	Transit Facility	Associated Capital Maintenance Items	T-Cap		669	5307	167	CTF			836															
2010	Kent	ITP	Prev. Mainten.	Regionwide	0.00	Transit Facility	Preventive Maintenance	T-Cap		800	5307	200	CTF			1000															
2010	Kent	ITP	Bus Tire Lease	Regionwide	0.00	Transit Facility	Bus Tire Lease	T-Cap		96	5307	24	CTF			120															
2010	Kent	ITP	A & E	Regionwide	0.00	Transit Facility	Architecture and Engineering	T-Cap		134	5307	44	CTF			178															
2010	Kent	ITP	Shop Equip.	Regionwide	0.00	Transit Operations Equipment	Shop Equipment	T-Cap		22	5307	5	CTF			27															
2010	Kent	ITP	Office Fur/Equip	Regionwide	0.00	Transit Operations Equipment	Office Furniture/Equipment	T-Cap		12	5307	3	CTF			15															
2010	Kent	ITP	Fac. Equip.	Regionwide	0.00	Transit Facility	Facility Equipment	T-Cap		264	5307	66	CTF			330															
2010	Kent	ITP	Comp. Hardware	Regionwide	0.00	Transit Operations Equipment	Computer Hardware	T-Cap		38	5307	10	CTF			48															
2010	Kent	ITP	Comp. Software	Regionwide	0.00	Transit Operations Equipment	Computer Software	T-Cap		32	5307	8	CTF			40															
2010	Kent	ITP	Misc. Equip.	Regionwide	0.00	Transit Operations Equipment	Miscellaneous Support Equipment	T-Cap		44	5307	11	CTF			55															
2010	Kent	ITP	ADA Veh. Equip.	Regionwide	0.00	Transit Operations Equipment	ADA Vehicle Equipment	T-Cap		172	5307	19	CTF			191															
2010	Kent	ITP	Fac. Renovat.	Regionwide	0.00	Transit Facility	Facility Renovation	T-Cap		0	5307	0	CTF			0															
2010	Kent	ITP	Rehab Adm/Main	Regionwide	0.00	Transit Facility	Rehabilitation Admin/Main Facility	T-Cap		787	5307	197	CTF			984															
2010	Kent	ITP	Storage	Regionwide	0.00	Transit Operations Equipment	Storage/Shelving Units	T-Cap		20	5307	5	CTF			25															
2010	Kent	ITP	ITS	Regionwide	0.00	Miscellaneous	Intelligent Transportation Sys.	T-Cap		1	5307	0	CTF			1															
2010	Kent	ITP	Radio Equip.	Regionwide	0.00	Transit Operations Equipment	Radio Equipment	T-Cap		4	5307	1	CTF			5															
2010	Kent	ITP	Contingency	Regionwide	0.00	Miscellaneous	Miscellaneous Contingencies	T-Cap		82	5307	21	CTF			103															
2010	Kent	ITP	Project Admin.	Regionwide	0.00	Miscellaneous	Project Administration	T-Cap		64	5307	16	CTF			80															
2010	Kent	ITP	Contract	Regionwide	0.00	Miscellaneous	Capital Costs of Contracting	T-Cap		440	5307	110	CTF			550															
2010	Kent	ITP	Pass. Shelters	Regionwide	0.00	Transit Facility	Passenger Shelters	T-Cap		80	5307	20	CTF			100															
2010	Kent	ITP	Signs	Regionwide	0.00	Transit Facility	Bus Stop Signs	T-Cap		4	5307	1	CTF			5															
2010	Kent	ITP	Displays	Regionwide	0.00	Transit Facility	Information Displays	T-Cap		8	5307	2	CTF			10															
2010	Kent	ITP	Security Equip.	Regionwide	0.00	Transit Operations Equipment	Surveillance/Security Equipment	T-Cap		276	5307	69	CTF			345															
2010	Kent	ITP	Expand/Renovate	Regionwide	0.00	Transit Facility	Wealthy Expansion Renovation	T-Cap		2715	5307	679	CTF			3394															
2010	Kent	ITP	Planning	Regionwide	0.00	Planning and Research	Planning Funds	T-Cap		290	5307	36	CTF	36	TRAL	362						ITP Local Funds									
2010	Kent	MDOT	M-21	EB & WB OVER THE FLAT RIVER, CITY OF LOWELL	0.00	Bridge Replacement	BRIDGE REPLACEMENT	CON		2,370	BHT	592	M			2,962	78623														
2010	Kent	City of Walker	3 Mile Rd	Elmridge to Walker	0.25	Widen-Major	Reconstruct & Widen from 2 to 5 Lns	CON		1917	EDF-C			2998	CITY	4915															
2010	Kent	MDOT	I-196	The Grand River east to Fuller Avenue	1.98	Miscellaneous	Replace Freeway Lighting	CON		2,093	IM	233	M			2,325	87457														

FY 2011 Projects

Grand Valley Metro Council 2011 TIP Projects

Project Data Template

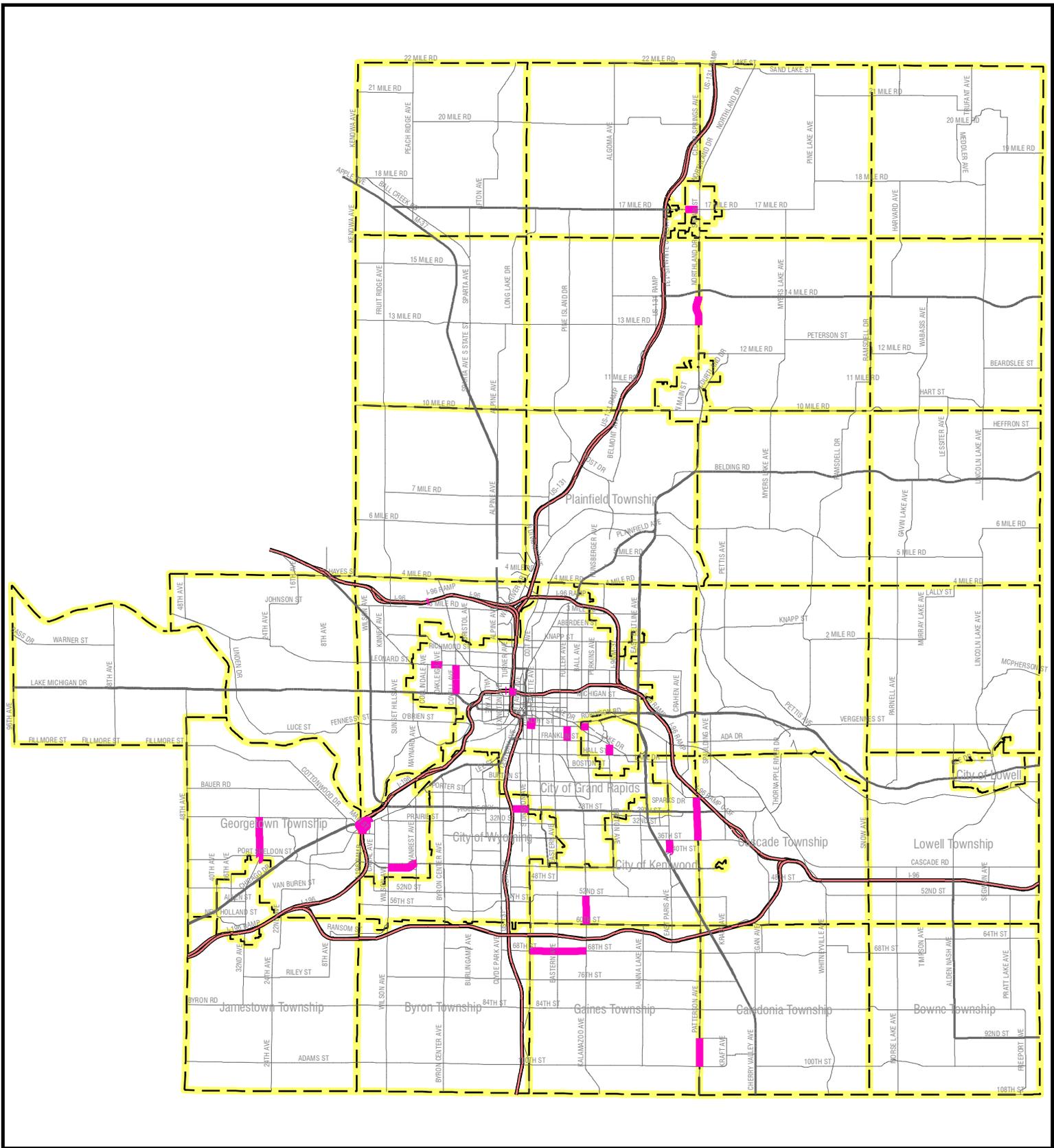
5/23/07

Required Fields

Optional Fields

Fiscal Year	County	Jurisdiction	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	
2011	Kent	ITP	Replacement Vehicles	Regionwide	0.00	Transit Vehicle Replacement	Paratransit Vehicles (6)	T-Cap		365	5307	91	CTF			456															
2011	Kent	ITP	Expand Vehicles	Regionwide	0.00	Transit Vehicle Addition	Paratransit Vehicles (3)	T-Cap		182	5307	46	CTF			228															
2011	Kent	ITP	Service Vehicles	Regionwide	0.00	Transit Vehicle Addition	Service Vehicles	T-Cap		72	5307	18	CTF			90															
2011	Kent	ITP	Cap. Mainten.	Regionwide	0.00	Transit Facility	Associated Capital Maintenance Items	T-Cap		849	5307	212	CTF			1061															
2011	Kent	ITP	Prev. Mainten.	Regionwide	0.00	Miscellaneous	Preventive Maintenance	T-Cap		800	5307	200	CTF			1000															
2011	Kent	ITP	Bus Tire Lease	Regionwide	0.00	Transit Facility	Bus Tire Lease	T-Cap		96	5307	24	CTF			120															
2011	Kent	ITP	A & E	Regionwide	0.00	Transit Facility	Architecture and Engineering	T-Cap		400	5307	100	CTF			500															
2011	Kent	ITP	Shop Equip.	Regionwide	0.00	Transit Operations Equipment	Shop Equipment	T-Cap		32	5307	8	CTF			40															
2011	Kent	ITP	Office Furn/Equip	Regionwide	0.00	Transit Operations Equipment	Office Furniture/Equipment	T-Cap		12	5307	3	CTF			15															
2011	Kent	ITP	Fac. Equip.	Regionwide	0.00	Transit Facility	Facility Equipment	T-Cap		280	5307	70	CTF			350															
2011	Kent	ITP	Comp. Hardware	Regionwide	0.00	Transit Operations Equipment	Computer Hardware	T-Cap		28	5307	7	CTF			35															
2011	Kent	ITP	Comp. Software	Regionwide	0.00	Transit Operations Equipment	Computer Software	T-Cap		28	5307	7	CTF			35															
2011	Kent	ITP	Misc. Equip.	Regionwide	0.00	Transit Operations Equipment	Miscellaneous Support Equipment	T-Cap		44	5307	11	CTF			55															
2011	Kent	ITP	ADA Veh. Equip.	Regionwide	0.00	Transit Operations Equipment	ADA Vehicle Equipment	T-Cap		181	5307	20	CTF			201															
2011	Kent	ITP	Fac. Renovat.	Regionwide	0.00	Transit Facility	Facility Renovation	T-Cap		3463	5307	866	CTF			4329															
2011	Kent	ITP	Rehab Adm/Main	Regionwide	0.00	Transit Facility	Rehabilitation Admin/Main Facility	T-Cap		374	5307	93	CTF			467															
2011	Kent	ITP	Storage	Regionwide	0.00	Transit Operations Equipment	Storage/Shelving Units	T-Cap		20	5307	5	CTF			25															
2011	Kent	ITP	ITS	Regionwide	0.00	Miscellaneous	Intelligent Transportation Sys.	T-Cap		1	5307	0	CTF			1															
2011	Kent	ITP	Radio Equip.	Regionwide	0.00	Transit Operations Equipment	Radio Equipment	T-Cap		4	5307	1	CTF			5															
2011	Kent	ITP	Contingency	Regionwide	0.00	Miscellaneous	Miscellaneous Contingencies	T-Cap		85	5307	21	CTF			106															
2011	Kent	ITP	Project Admin.	Regionwide	0.00	Miscellaneous	Project Administration	T-Cap		64	5307	16	CTF			80															
2011	Kent	ITP	Contract	Regionwide	0.00	Miscellaneous	Capital Costs of Contracting	T-Cap		480	5307	120	CTF			600															
2011	Kent	ITP	Pass. Shelters	Regionwide	0.00	Transit Facility	Passenger Shelters	T-Cap		80	5307	20	CTF			100															
2011	Kent	ITP	Signs	Regionwide	0.00	Transit Facility	Bus Stop Signs	T-Cap		4	5307	1	CTF			5															
2011	Kent	ITP	Displays	Regionwide	0.00	Transit Facility	Information Displays	T-Cap		8	5307	2	CTF			10															
2011	Kent	ITP	Security Equip.	Regionwide	0.00	Transit Operations Equipment	Surveillance/Security Equipment	T-Cap		190	5307	48	CTF			238															
2011	Kent	ITP	Planning	Regionwide	0.00	Planning and Research	Planning Funds	T-Cap		465	5307	58	CTF	58	TRAL	581						ITP Local Funds									
2011	Kent	KCRC	10 Mile Rd	2700' W of Wohlen to Childsdale	1.25	Widen-Major	Reconstruct & Widen from 2 to 5 Lns	CON		1400	EDCF			600	CNTY	2000															
2011	Kent	KCRC	76th St	Eastern to Kalamazoo	1.00	Widen-Major	Reconstruct & Widen from 2 to 3 Lns	CON		525	EDCF			225	CNTY	750															
2011	Ottawa	OCRC	68th Ave	Fillmore St to M-45	2.00	Resurface	Resurface & Add 3' Paved Shoulder	CON		180	EDDF			60	CNTY	240															
2011	Kent	MDOT	US-131	under Franklin, Burton and Hall Streets	0.00	Bridge Replacement	Partial and Full Deck Replace	CON		1,938	NH	376		54	CITY	2,368	87155														

Fiscal Year 2008 Project Map



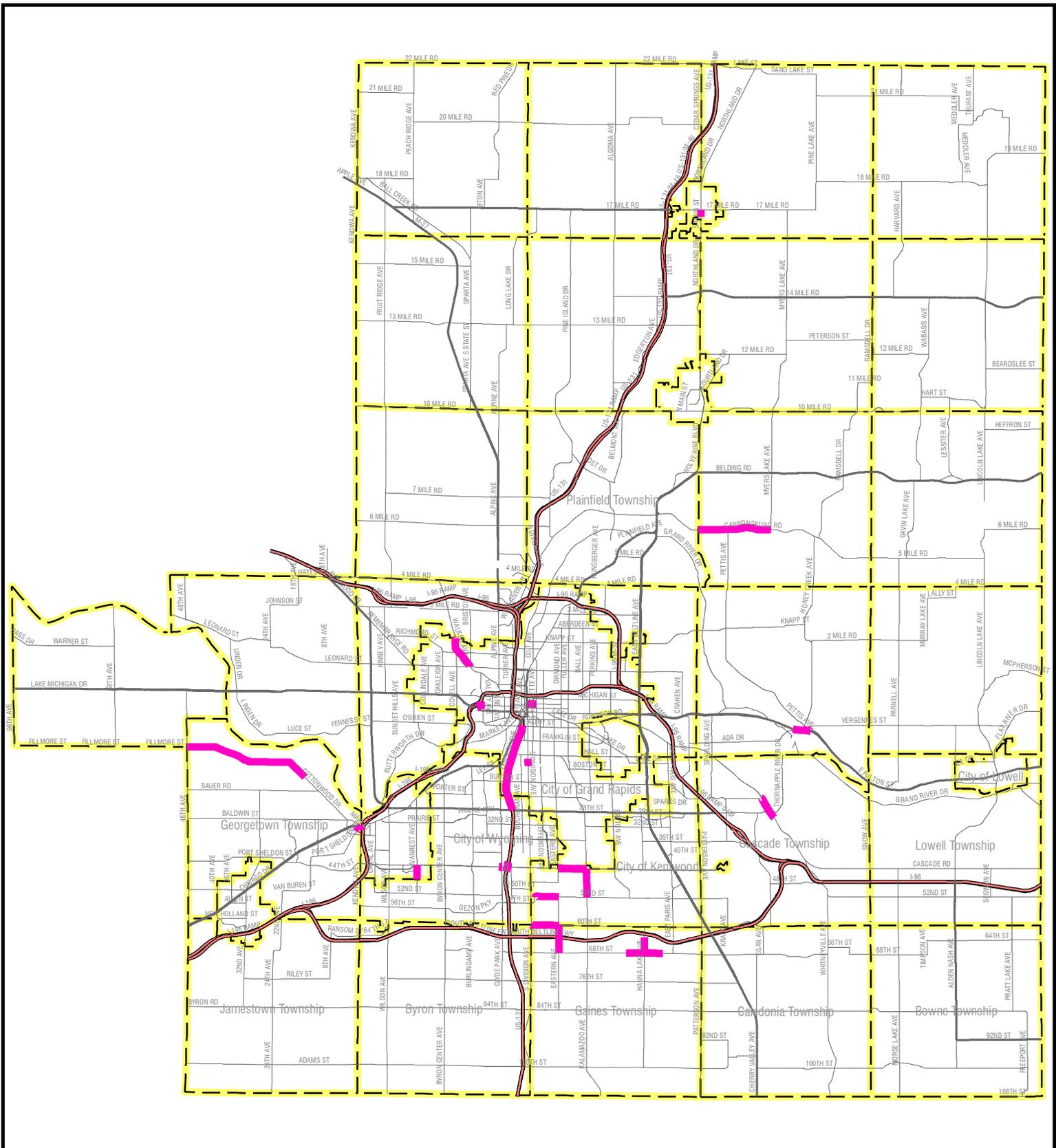
Transportation Improvement Program 2008 Projects

Map Legend

- TIP Projects
- Freeway
- Highway
- Primary
- Government Units



Fiscal Year 2009 Project Map



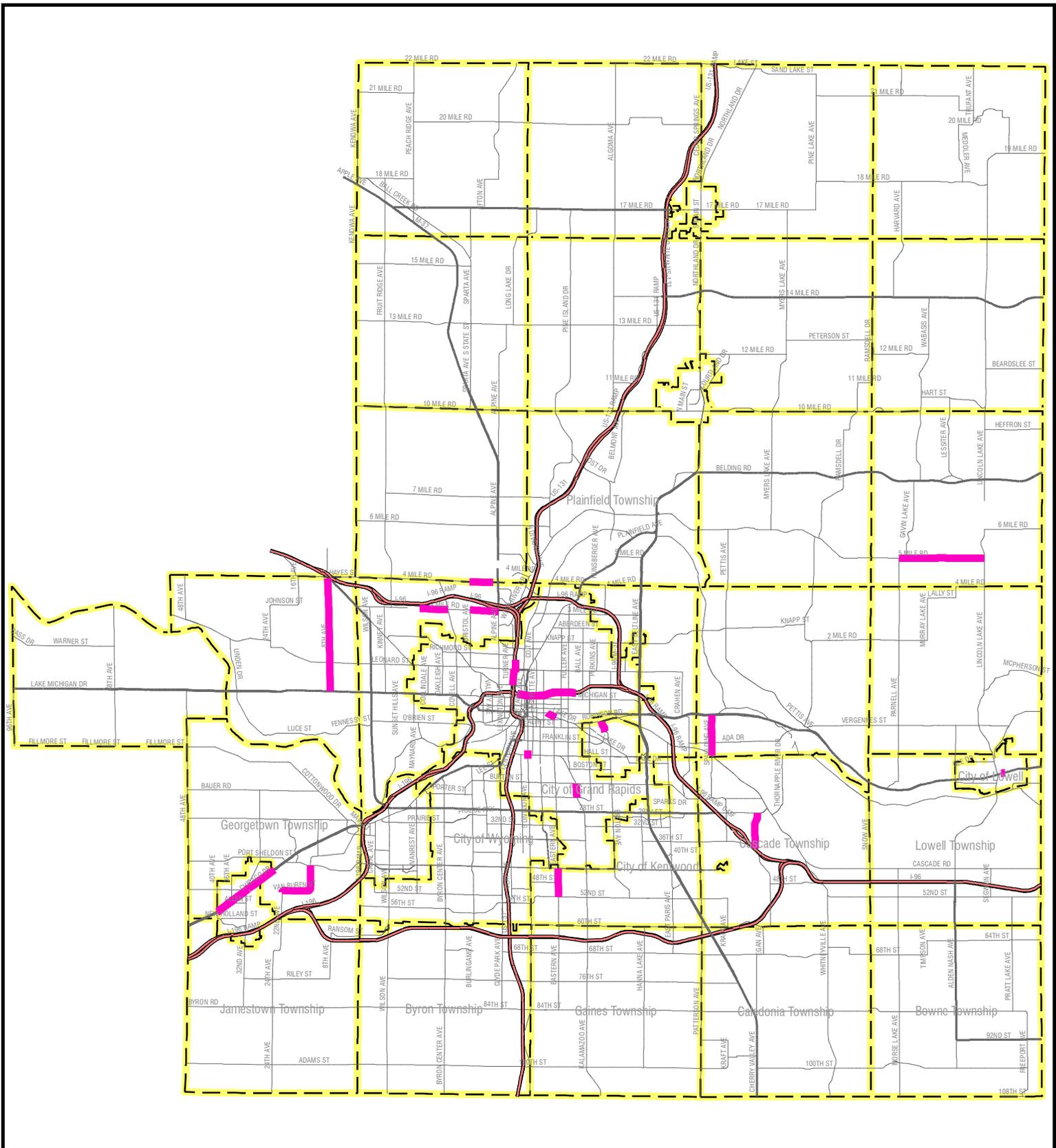
Transportation Improvement Program 2009 Projects

Map Legend

- TIP Projects
- Freeway
- Highway
- Primary
- Government Units



Fiscal Year 2010 Project Map



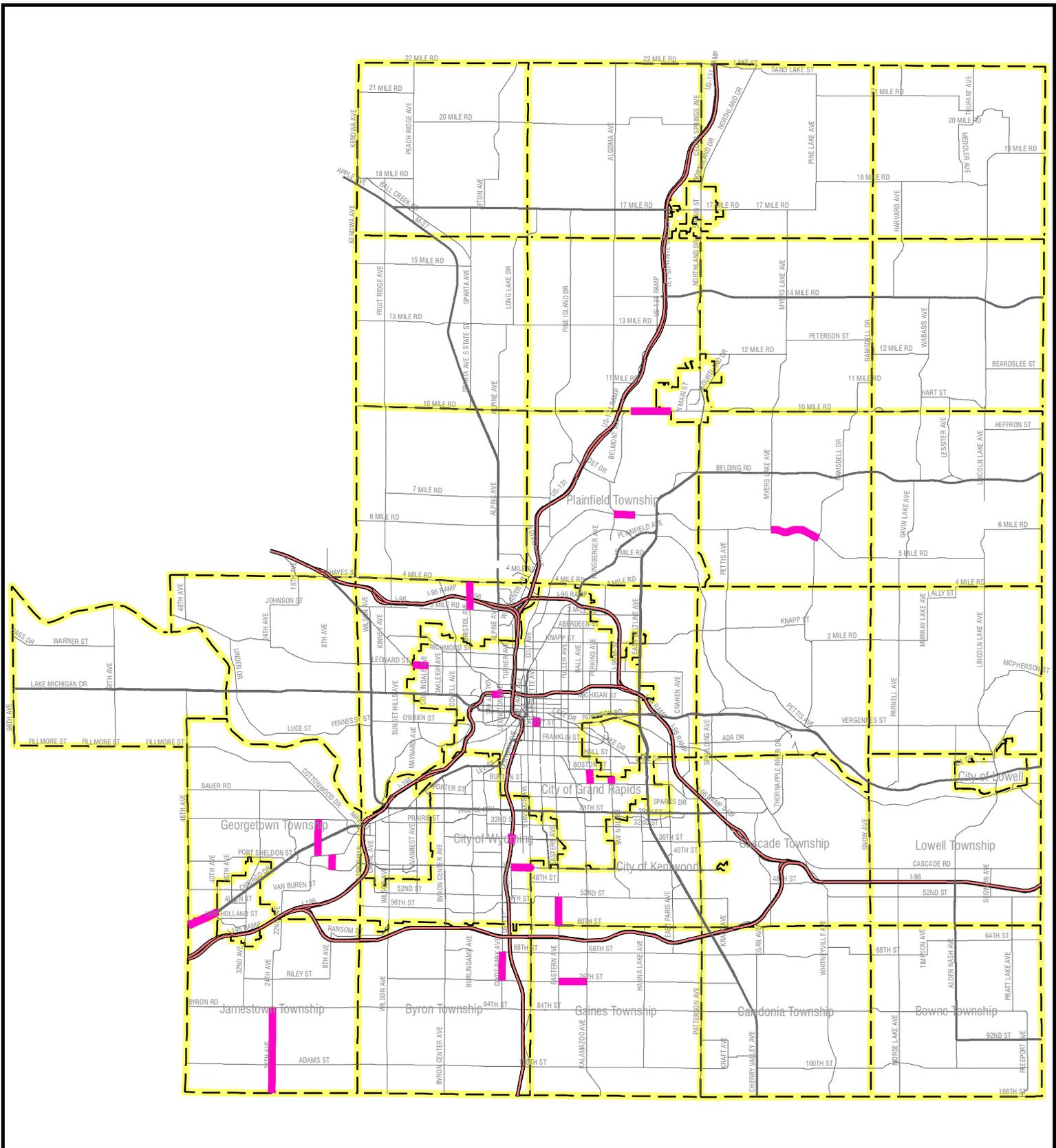
Transportation Improvement Program 2010 Projects

Map Legend

- TIP Projects
- Freeway
- Government Units
- Highway
- Primary



Fiscal Year 2011 Project Map



Transportation Improvement Program 2011 Projects

Map Legend

- TIP Projects
- Freeway
- Highway
- Primary
- Government Units



FY 2006 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 FY2006. This list identifies all multi-modal transportation investments in the metropolitan area, including transit, highway and bicycle projects. The projects are listed by jurisdiction.

After a review of all projects listed in the FY2006 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 FY2006.

As this document is released during FY 2007, the status of those projects is not provided. After FY 2007 has ended, a separate list of projects obligated in FY 2007 will be added to this document.

2006 Obligated Projects List for Grand Rapids, Michigan Metropolitan Area

JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL
86068	Kalamazoo Avenue	CL of 36th St to 28th St	Resurface	Grand Rapids	1.00	\$602,466	\$277,534	\$880,000
85295	Planning Studies	GVMC Area	GIS Maint. & Update	GVMC	0.00	\$36,833	\$8,168	\$45,001
85294	Planning Studies	GVMC Area	Congestion Management System	GVMC	0.00	\$49,110	\$10,890	\$60,000
74054	Planning Studies	GVMC Area	Pavement Management System	GVMC	0.00	\$172,380	\$38,225	\$210,605
74885	Division Avenue	Quigley Street to Cottage Grove Street	Reconstruct Existing	Grand Rapids	0.50	\$1,369,240	\$630,760	\$2,000,000
86069	Hall Street	12' E of Cl of Buchanan to 22' W of Cl of Division	Reconstruct	Grand Rapids	0.24	\$543,510	\$315,900	\$859,410
86070	Madison Avenue	32nd to 28th	Rotomill/resurfacing	Wyoming	0.33	\$275,000	\$107,143	\$382,143
74887	Ottawa Avenue	Hastings to Fairbanks	Reconstruct Existing	Grand Rapids	0.21	\$195,801	\$81,999	\$277,800
56389	Lake Drive	Plymouth to Bagley	Reconstruct Existing	East Grand Rapids	0.53	\$300,000	\$500,000	\$800,000
86071	Muskegon Street (17 Mile Rd)*	E. of Main St. to 205' E. of Cl.	Reconstruct Existing	Cedar Springs	0.51	\$400,828	\$184,647	\$585,475
85857	Division Avenue	60th to 68th St.	Reconstruct & Widen to 5 Lns	KCRC	1.00	\$1,220,000	\$780,000	\$2,000,000
74894	Ivanrest Avenue	28th to Chicago Drive	Resurfacing	Grandville	0.34	\$102,693	\$47,307	\$150,000
74895	Fuller Avenue	130' N. of CL of Wealthy to 150' S. of CL Lake Dr.	Reconstruct Existing	KCRC in Cities	0.145	\$82,839	\$34,692	\$117,531
74896	28th Street	Kraft To Cascade	Rotomill/resurfacing	KCRC	1.50	\$825,000	\$187,500	\$1,012,500
74892	Main Street	60' N. CL of Courtland to 40' W. CL of Northland	Reconstruct Existing	Rockford	0.81	\$0	\$561,405	\$561,405
87590	Cascade Road	36th St to Whitneyville Ave	Resurface	KCRC	0.83	\$0	\$279,120	\$279,120
74898	Wilson Avenue	1400' North of 52nd Street to M-6 (Part I)	Widen to 4 Lanes with Median	Wyoming/KCRC	1.51	\$1,222,438	\$563,134	\$1,785,572
74898	Wilson Avenue	1400' North of 52nd Street to M-6 (Part II)	Widen to 4 Lanes with Median	Wyoming/KCRC	1.51	\$1,562,463	\$668,416	\$2,230,879
74901	44th Street	At Ivanrest	Construct Indirect turns	Grandville	0.50	\$385,209	\$164,791	\$550,000
87280	Ozone Action! Program	Areawide	Maintain Emissions Reduction PRGM	GVMC	0.00	\$97,764	\$0	\$97,764
87914	44th Street	At Shaffer Avenue	Modify Intersection to Provide Indirect Turns	KCRC	0.10	\$384,000	\$96,000	\$480,000
87728	Rideshare	Areawide	Commuting Alternatives	ITP-The Rapid	0.00	\$105,300	\$0	\$105,300
79074	I-96	At Walker Avenue	Interchange Improvements	MDOT	0.00	\$2,265,600	\$566,400	\$2,832,000
87909	ITS Operations & Maintenance	Areawide	Upgrading the ITS Center Infrastructure	Grand Rapids/MDOT	0.00	\$443,000	\$110,750	\$553,750
74849	Patterson Avenue	84th to 92nd	Reconstruct Existing	KCRC	1.00	\$456,073	\$463,326	\$919,399
74847	Paratransit Van	Interurban Transit Partnership	Rural Area	ITP-The Rapid	0.0	\$33,750	\$20,850	\$54,600
84444	Gee Drive	Creekside Park Entrance to 2100' West	Reconstruction	Lowell	0.40	\$375,000	\$94,300	\$469,300
53377	I-96	16th Avenue East to Bristol Avenue	Major Rehabilitation	MDOT	6.35	\$0	\$18,273,193	\$18,273,193
79462C	US-131	M-11 (28th Street) North to Wealthy	Concrete Joints/HMA Overlay	MDOT	3.00	\$365,000	\$81,000	\$446,000
48737	I-196 East Bound	Over GRE Rail Road	Superstructure Replacement, Substructure Repair, Widen	MDOT		\$2,871,000	\$319,000	\$3,190,000
48738	I-196 West Bound	Over GRE Rail Road	Superstructure Replacement, Substructure Repair, Widen	MDOT		\$2,553,600	\$638,400	\$3,192,000
51886	I-196 East Bound	Over GRE Rail Road	Superstructure Replacement, Substructure Repair, Widen	MDOT		\$2,790,000	\$310,000	\$3,100,000
55461	I-196 WB	Over GRE Rail Road	Superstructure Replacement, Widen	MDOT		\$2,240,000	\$560,000	\$2,800,000
51881	I-196 EB/WB	Over US-131BR, Ottawa & Ramp A & Ionia	Superstructure Replacement, Widen	MDOT		\$7,200,000	\$800,000	\$8,000,000
79896	M-6	At 8th Avenue Exit	New Carpool Lot	MDOT	0.00	\$119,200	\$29,800	\$149,000
46274C	I-196	Baldwin Avenue Area Interchange	Preliminary Engineering	MDOT	0.00	\$2,250,000	\$250,000	\$2,500,000
74054	Planning Studies	GVMC Area	Pavement Management System	GVMC	0.00	\$172,380	\$38,225	\$210,605
87910	Ozone Action Days	Areawide	Free Fare On Ozone Action Days	ITP-The Rapid	0.00	\$76,000	\$19,000	\$95,000
87911	Replacement Buses (5)	Line Haul Buses	40' Low Floor Buses	ITP-The Rapid	0.00	\$1,216,800	\$304,200	\$1,521,000
87912	Park and Ride Lot	Lake MI Dr and Kinney	Construct P. & R. Lot with 90 spaces, 2 Shelters & Amenities	ITP-The Rapid	0.00	\$180,000	\$45,000	\$225,000
89081	M-6 Non Motorized Trail	Kent Trails to Paul Henry - Thornapple Trail	Trail Design	KCRC	7.50	\$355,840	\$88,960	\$444,800
84949	West River Drive	At Jupiter	Traffic Signal upgrd.	KCRC	0.20	\$64,000	\$16,000	\$80,000
84948	76th Street	At Wilson	Intersection Improvement	KCRC	0.20	\$200,000	\$200,000	\$400,000
84958	Wilson Avenue	At Buck Creek	Bridge improvements and Widen Ped. Walkways	Grandville	0.20	\$184,000	\$46,000	\$230,000
84960	Pine Street	Main to Needlewood	Reconstruct	Cedar Springs	0.15	\$156,280	\$39,070	\$195,350
79727	Old M-45	Grand River East to M-45	Resurfacing	MDOT	2.29	\$100,000	\$25,000	\$125,000
79074	I-96 AC	Walker Avenue Over I-96	Superstructure Replacement	MDOT		\$0	\$5,000,000	\$5,000,000
79074	I-96 ACC	Walker Avenue Over I-96	Advance Construction Conversion	MDOT		\$4,000,000	\$0	\$4,000,000
51902BC	US-131	At 44th Street	Superstructure Replacement, Widen (SPUI) 4 to 6 Lns.	MDOT		\$1,200,000	\$300,000	\$1,500,000

JOB #	PROJECT	LIMITS	PROJECT SCOPE	JURISDICTION	LENGTH	FEDERAL	NON-FED	TOTAL
	(2) Medium Duty Buses	MPO Area	Purchase 2 Buses	Hope Network		\$131,200	\$32,800	\$164,000
	(2) Cutaways	MPO Area	Purchase 2 Cutaway Buses	Hope Network		\$96,000	\$24,000	\$120,000
	Computer Hardware	MPO Area - Georgetown	Purchase Computer Hardware	Senior Neighbors		\$30,400	\$7,600	\$38,000
	Paratransit Vehicles (17)	MPO Area	Section 5307 Program	ITP-The Rapid		\$763,980	\$190,995	\$954,975
	Associated Capital Maintenance Items	MPO Area	Section 5307 Program	ITP-The Rapid		\$606,720	\$151,680	\$758,400
	Bus Tire Lease	MPO Area	Section 5307 Program	ITP-The Rapid		\$76,000	\$19,000	\$95,000
	A&E	MPO Area	Section 5307 Program	ITP-The Rapid		\$251,028	\$62,757	\$313,785
	Shop Equipment	MPO Area	Section 5307 Program	ITP-The Rapid		\$9,624	\$2,406	\$12,030
	Facility Equipment	MPO Area	Section 5307 Program	ITP-The Rapid		\$84,000	\$21,000	\$105,000
	Storage/Shelving Units	MPO Area	Section 5307 Program	ITP-The Rapid		\$16,000	\$4,000	\$20,000
	Computer Hardware	MPO Area	Section 5307 Program	ITP-The Rapid		\$33,520	\$8,380	\$41,900
	Computer Software	MPO Area	Section 5307 Program	ITP-The Rapid		\$25,600	\$6,400	\$32,000
	Service Vehicles	MPO Area	Section 5307 Program	ITP-The Rapid		\$84,000	\$21,000	\$105,000
	Misc. Support Equipment	MPO Area	Section 5307 Program	ITP-The Rapid		\$44,000	\$11,000	\$55,000
	ADA Vehicle Equipment	MPO Area	Section 5307 Program	ITP-The Rapid		\$126,000	\$31,500	\$157,500
	Facility Renovation	MPO Area	Section 5307 Program	ITP-The Rapid		\$1,486,802	\$371,701	\$1,858,503
	Rehab Adm/Maint Facility	MPO Area	Section 5307 Program	ITP-The Rapid		\$246,734	\$61,684	\$308,418
	Radio Equipment	MPO Area	Section 5307 Program	ITP-The Rapid		\$4,000	\$1,000	\$5,000
	Preventive Maintenance	MPO Area	Section 5307 Program	ITP-The Rapid		\$1,193,198	\$298,299	\$1,491,497
	Misc. Contingencies	MPO Area	Section 5307 Program	ITP-The Rapid		\$80,000	\$20,000	\$100,000
	Project Administration	MPO Area	Section 5307 Program	ITP-The Rapid		\$64,000	\$16,000	\$80,000
	Capital Costs of Contracting	MPO Area	Section 5307 Program	ITP-The Rapid		\$189,000	\$47,250	\$236,250
	Passenger Shelters	MPO Area	Section 5307 Program	ITP-The Rapid		\$160,000	\$40,000	\$200,000
	Intelligent Transportation Systems	MPO Area	Section 5307 Program	ITP-The Rapid		\$48,225	\$12,056	\$60,281
	Bus Stop Signs	MPO Area	Section 5307 Program	ITP-The Rapid		\$4,000	\$1,000	\$5,000
	Surveillance/Security Equipment	MPO Area	Section 5307 Program	ITP-The Rapid		\$70,000	\$17,500	\$87,500
	Information Displays	MPO Area	Section 5307 Program	ITP-The Rapid		\$8,000	\$2,000	\$10,000
	Planning Funds	MPO Area	Section 5307 Program	ITP-The Rapid		\$320,400	\$80,100	\$400,500
	Replacement Buses (83/17)	MPO Area	Section 5309 Program	ITP-The Rapid		\$2,715,086	\$678,772	\$3,393,858
	Replacement Buses (83/17)	MPO Area	Section 5309 Program	ITP-The Rapid		\$1,060,241	\$265,060	\$1,325,301
	New Freedoms (80/20)	MPO Area	Section 3019 Program	ITP-The Rapid		\$134,989	\$33,747	\$168,736
	JARC Section 5316 (50/50)	MPO Area	Section 5316 Program Job Access Reverse Commute	ITP-The Rapid		\$209,354	\$209,354	\$418,708
				Totals		\$52,172,498	\$36,926,145	\$89,098,643

Illustrative Projects

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

Those projects are listed here along with the CMAQ projects for 2010 and 2011. Since a call for projects has not been issued for CMAQ projects beyond 2009, the lists beyond that year are listed as illustrative projects.

Grand Valley Metro Council Illustrative Projects

Project Data Template

5/23/07

Required Fields

Optional Fields

Fiscal Year	County	Jurisdiction	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Approval Date	Amendment Type	Air Quality	Comments	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	Other	
2010	Kent	ITP	Ozone Action Days	Areawide	0.00	Transit Operations	Free Fare on Ozone Action Days	T-Ops		92	CM	23	CTF			115															
2010	Kent	ITP	Rideshare	Areawide	0.00	Miscellaneous	Alternative Commuting Program	EPE		138	CM					138															
2010	Kent	ITP	Vanpool Expansion Vans	Areawide	0.00	Transit Vehicle Addition	Purchase of Expansion Vans (8)	T-Cap		170	CM	43	CTF			213															
2010	Kent	ITP	Linehaul Bus	Areawide	0.00	Transit Vehicle Replacement	Purchase of 40' Low Floor Replacement Bus (1)	T-Cap		296	CM	74	CTF			370															
2010	Kent	GVMC	Ozone Action Program	Areawide	0.00	Miscellaneous	Maintain Emission Reduction Program	EPE		80	CM			20	OLF	100						GVMC Local Funds									
2010	Ottawa	OCRC	48th Ave	At Fillmore	0.10	Traffic Operations	Intersection Improvements/Signal Install	CON		280	CM			70	CNTY	350															
2010	Kent	KCRC	Knapp St	At Pettis	0.10	Traffic Operations	Add Turn Lanes	CON		240	CM			60	CNTY	300															
2010	Kent	City of Grand Rapids	Signal Optimization	Areawide	0.00	Traffic Operations	Complete Data Collection and Optimization	CON		320	CM			80	CITY	400															
2010	Kent	City of Grand Rapids	Loop Camera Project	Areawide	0.00	Traffic Operations	50 Regional Intersections	CON		180	CM			45	CITY	225															
2010	Kent	KCRC	Kalamazoo Avenue	At Edgeknoll	0.10	Traffic Operations	Intersection Improvements	CON		292	CM			73	CNTY	365															
2010	Kent	City of Walker	Center Dr	At Weatherford	0.10	Traffic Operations	Intersection Improvements	CON		292	CM			73	CITY	365															
2010	Kent	MDOT	US-131	Leonard St to Ann St	1.00	Traffic Operations	Design for NB Weave Merge Lane bet Ramps	CON		240	CM	60	M			300															
2010	Kent	MDOT	US-131	36th St to 44th St	1.00	Traffic Operations	Add NB Weave/Merge Lane bet Ramps	CON		800	CM	200	M			1000															
2010	Kent	MDOT	M-57	At Old 14 Mile Rd/Montcalm Rd	0.10	Traffic Operations	Add/Modify Center Left/Right Turn Lanes	CON		960	CM	240	M			1200															
2010	Kent	MDOT	US-131	At M-57	0.10	Traffic Operations	NB off-ramp turn lane improvements, extend ramp storage	CON		320	CM	80	M			400															
2010	Kent	City of Grand Rapids	Region Signal System Traffic Mgmt Center	Areawide	0.00	Miscellaneous	Operational Costs for Center	EPE		296	CM			74	CITY	370															
2010	Kent	City of Grand Rapids	Traffic Signal System Comm.	Corridor TBA	0.00	Traffic Operations	Complete Underground Fiber for Real Time Signal Mgmt	CON		284	CM			71	CITY	355															
2010	Kent	MDOT	ITS Control Room Op	Areawide	0.00	Traffic Operations	MDOT Center	EPE		288	CM	72	M			360															
2010	Kent	MDOT	ITS	Areawide	0.00	Traffic Operations	ITS Infrastructure Maintenance	EPE		104	CM	26	M			130															
2010	Kent	MDOT	ITS	Areawide	0.00	Traffic Operations	ITS Operations	EPE		368	CM	92	M			460															
2011	Kent	ITP	Ozone Action Days	Areawide	0.00	Transit Operations	Free Fare on Ozone Action Days	T-Ops		96	CM	24	CTF			120															
2011	Kent	ITP	Rideshare	Areawide	0.00	Miscellaneous	Alternative Commuting Program	EPE		145	CM					145															
2011	Kent	ITP	Vanpool Expansion Vans	Areawide	0.00	Transit Vehicle Addition	Purchase of Expansion Vans (8)	T-Cap		179	CM	45	CTF			224															
2011	Kent	ITP	Linehaul Bus	Areawide	0.00	Transit Vehicle Replacement	Purchase of 40' Low Floor Replacement Bus (1)	T-Cap		302	CM	76	CTF			378															
2011	Kent	GVMC	Ozone Action Program	Areawide	0.00	Miscellaneous	Maintain Emission Reduction Program	EPE		80	CM			20	OLF	100						GVMC Local Funds									
2011	Ottawa	OCRC	Port Sheldon St	At 40th Ave and 48th Ave	0.20	Traffic Operations	Signal Installations	CON		80	CM			20	CNTY	100															

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

Ms. Christine Burns, 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. Rick DeVries, Acting City Engineer
300 Monroe NW
Grand Rapids, Michigan 49503
(616) 456-3071

City of Grandville

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

City of Hudsonville

Mr. Dan Strikwerda, City Planner
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. Brett Laughlin, 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



Notice of Public Meetings/Comment Period for the Transportation Improvement Program

The Grand Valley Metro Council (GVMC) will host a series of public meetings to seek comment on the Draft of the Fiscal Year 2008-2011 Transportation Improvement Program (TIP). The meetings are open to the public and will be held on Monday, June 4, 2007 at the following times and locations: 12:00-1:30 PM at the GVMC Offices, address listed below, 3:30-5:00 PM and 6:00-7:30 PM at the Wyoming Public Library, 3350 Michael Avenue, Wyoming.

This public meeting is an opportunity for comment on the Transportation Improvement Program (TIP). The TIP is a four-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. The meeting will also be an opportunity for the public to comment on three specific projects that are being advanced for earlier construction. Those projects are Eastern Avenue from 44th Street to 60th Street (City of Kentwood), Patterson Avenue from Burton Street to 28th Street (Kent County Road Commission), and Cascade Road from Burton Street to Thorncrest Drive (Kent County Road Commission). These projects are resurfacing projects only and will not result in any widening.

For more information, to submit written comments, or to review the document, go to www.gvmc.org or contact Chris Dingman, Senior Transportation Planner using the contact information listed below.

A hard copy of the TIP document, which is available for a 30-day public comment period from May 21, 2007 through June 19, 2007, will also be on display at the following locations: Rockford City Hall, 7 Monroe St., Rockford; Gaines Township Hall, 8555 Kalamazoo Ave., Caledonia; Georgetown Township Hall, 1515 Baldwin, Jenison; and GVMC Offices, 40 Pearl St. NW, Suite 410, Grand Rapids.

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

Appendix C

Letter to Participants

May 25, 2007

Dear Community Leader:

The transportation committees of the Grand Valley Metro Council (GVMC) have developed a list of proposed transportation improvements for fiscal years 2008 through 2011. 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 2008-2011 Transportation Improvement Program (TIP). Join the Grand Valley Metro Council staff to discuss the Transportation Improvement Program on June 4, 2007. Meeting information and directions for providing input are attached to this memo.

Copies of all documentation are available at the GVMC webpage at www.gvmc.org. All 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,

Abd A. Itani
Director of Transportation Planning

Encl. Project Lists

Appendix D

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 E
Public Participation Participants

Appendix E

Public Participation Participants

Title	Last Name	First Name	Company	Address	City	State	Zip	Job Title
Mr.	Waalkes	Steven	Michigan Concrete Paving Association	6475 28th Street SE, Ste. 256	Grand Rapids	MI	49546	Director of Engineering - W. Michigan
Ms.	Grant	Cheryl	WZZM TV 13 (ABC)	PO Box Z	Grand Rapids	MI	49501	News Director
			WXMI Channel 17 (FOX)	3117 Plaza Drive NE	Grand Rapids	MI	49525	News Director
Ms.	Loy	Jim	WOOD TV 8 News Department	120 College SE	Grand Rapids	MI	49503	News Director
			Grand Rapids Audubon Club	2021 Valentine NE	Grand Rapids	MI	49503	Director
Mr.	Bakker	Ronald	Ottawa County Road Commission	PO Box 739	Grand Haven	MI	49417	Managing Director
			Baxter Community Center	935 Baxter S.E.	Grand Rapids	MI	49506	Director
Mr.	Bergman	Dale	Sparta Township	160 E. Division	Sparta	MI	49345	Township Supervisor
Ms.	Bierman	Wanda	Kent County Health Department	700 Fuller St. NE	Grand Rapids	MI	49503	RN Family Health Services
Ms.	Bishop	Dorothy	Nelson Township	2 Maple St to PO Box 109	Sand Lake	MI	49319	Township Supervisor
Hon.	Blakeslee	Neil	City of Rockford	7 S. Monroe St. PO Box 561	Rockford	MI	49341	Mayor
			Kent Community Hospital	750 Fuller Ave. SE	Grand Rapids	MI	49503	Director
Mr.	Borum	Larry	Grand Rapids Urban League	745 Eastern DE	Grand Rapids	MI	49503	
Mr.	Stanton	James		359 Briarwood Ave. SE	Grand Rapids	MI	49506-1739	
			Catholic Social Services	40 Jefferson Ave., SE	Grand Rapids	MI	49503-4304	President
			Hospice of Grand Rapids	1260 Eckhart NE	Grand Rapids	MI		Manager
			Riverview Aviation	805 Taylor	Jenison	MI	49428	
			Millbrook Neighborhood Assn.	1720 Weymouth SE	Grand Rapids	MI	49508	
			John Ball Zoo	1300 W. Fulton	Grand Rapids	MI	49504	Administrator
			S.J. Wisinski & Co.	2618 East Paris SE	Grand Rapids	MI	49546	
Mr.	Cummings	Sam	Second Story Properties	15 Ionia SW	Grand Rapids	MI	49503	President
Mr.	Sanford	Rob	WCUZ Radio News	77 Monroe Center Suite 1000	Grand Rapids	MI	49503	News Director
Ms.	Ainslie	Barb	Eastown Neighborhood Assn.	415 Ethel SE	East Grand Rapids	MI	49506	Community Organizer
			Garfield Park Neighborhood Assn.	334 Burton S.E.	E. Grand Rapids	MI	49507	
			East Hills Neighborhood Association	131 Eastern Avenue	Grand Rapids	MI	49503	
Mr.	Dean	William	Oakfield Township	10300 14 Mile Rd.	Rockford	MI	49341	Township Supervisor
			Conrail	882 Hynes SW	Grand Rapids	MI	49507	Manager
Mr.	Krueger	Daniel	Ottawa County	414 Washington St., Room 301	Grand Haven	MI	49417	Clerk
			Alvan Motor Freight Inc.	3890 Eastern Ave. SE	Grand Rapids	MI	49508	President
			North Park Neighborhood Assn.	526 North Park NE	Grand Rapids	MI	49505	President
Hon.			City of Cedar Springs	314 Ronald St.	Cedar Springs	MI	49319	Mayor
Mr.	Cook	Ray	Village of Sand Lake	2 Maple St. PO Box 139	Sand Lake	MI	49343	Village President
			United Parcel Service	2960 Lucerne SE	Grand Rapids	MI	49546	President
Mr.	Crawford	John	Wyoming - Kentwood Chamber Of Commerce	590 32nd Street SE	Wyoming	MI	49548	President
			Area Agency on Aging	1279 Cedar NE	Grand Rapids	MI	49503	Director
			West Side Connection	PO Box 140412	Grand Rapids	MI	49514	
Mr.	Davison	Chuck	Alticor Inc.	7575 E. Fulton	Ada	MI	49355	Environmental Health & Saftey
Ms.	Dean	Sonya	Kent County	300 Monroe Ave. NW	Grand Rapids	MI	49503	Register of Deeds/Chief Deputy
Mr.	DeYonker	Alex	Warner, Norcross & Judd, LLP	900 Old Kent Building	Grand Rapids	MI	49503	Attorney At Law
Mr.	Granse	Richard	Friends of the White Pine Trail	7259 Packer Rd.	Belmont	MI	49306	
Mr.	McCarthy	Paul	Ottawa Hills Neighborhood Assn.	1506 Fisk Road SE	Grand Rapids	MI	49506	
Mr.	Fehsenfeld	Tom	Crystal Flash	3460 Reeds Lake Blvd. SE	Grand Rapids	MI	49506	President
Mr.	Newsome	Ronald	South East End Neighborhood Association	900 Fuller S.E.	Grand Rapids	MI	49506	
Mr.	MacGregor	Peter	Cannon Township	6878 Belding Rd.	Rockford	MI	49341	Township Supervisor
			Fair Housing Center of Greater Grand Rapids	1514 Wealthy SE Suite 226	Grand Rapids	MI	49506	Executive Director
Hon.	Heartwell	George	City of Grand Rapids	300 Monroe N.W.	Grand Rapids	MI	49503	Mayor
Mr.	Cranson	Jeff	Grand Rapids Press	155 Michigan St. NW	Grand Rapids	MI	49503	
			Spectrum Health	100 Michigan NE	Grand Rapids	MI	49503	Administrator
Mr.	Force	Frank	Grattan Township	12050 Old Belding Road	Belding	MI	48809	Township Supervisor
Mr.	Hoffman	Jack	Wheeler, Upham, P.C.	40 Pearl St. NW 2nd Floor	Grand Rapids	MI	49503	Attorney
Mr.	Hoffman	Mort		42 Robinhood Dr. SE	Grand Rapids	MI	49546	
			GROW	25 Sheldon	Grand Rapids	MI	49503	Executive Director
Mr.	Hunsburger	Jerry	Kent Intermediate School District	2930 Knapp NE	Grand Rapids	MI	49525	
			Black Hills Citizens Group	939 Kensington SW	Grand Rapids	MI	49503	
Mr.	Sanford	Rob	WOOD Radio News	77 Monroe Center NW #1000	Grand Rapids	MI	49503	News Director
Ms.	Kehoe	Nancy	United Way Heart of West Michigan	118 Commerce SW	Grand Rapids	MI	49503	Allocations & Review

Appendix E

Public Participation Participants

Title	Last Name	First Name	Company	Address	City	State	Zip	Job Title
Mr.	Kemppainen	Curt	Kent County Public Works	1500 Scribner NW	Grand Rapids	MI	49503	Director
			Grand Rapids Air Pollution Control	300 Monroe Ave. NW	Grand Rapids	MI	49503	Air Pollution Control Inspector
Mr.	Hoemke	Dennis	Algoma Township	10531 Algoma NE	Rockford	MI	49341	Township Supervisor
Hon.	Verheulen	Rob	City of Walker	4243 Remembrance Rd. NW	Walker	MI	49544	Mayor
Mr.	Koches	John	Grand Valley State University	740 West Shoreline Drive	Muskegon	MI	49441	Water Resources Institute
	Koehler	Ronald	Kent Intermediate School District	2930 Knapp NE	Grand Rapids	MI	49525	Director of Communications
			Citizens League	2021 44th Street SE	Grand Rapids	MI	49508	Director
			Dakotah Family Treatment Center	750 Cherry SE	Grand Rapids	MI	49506	Director
			MI Black Expo	323 S. Division	Grand Rapids	MI	49503	Executive Director
Mr.	Koomen	Wayne	Village of Casnovia	141 N. Main, PO Box 36	Casnovia	MI	49318	Village President
Ms.	Smith	Sarah	South East Community Association	1408 Madison SE	Grand Rapids	MI	49507	
			League of Women Voters	735 Clark Crossing	Grand Rapids	MI	49506	Director
			Roadway Express	1400 Federal St. SW	Wyoming	MI	49509	Terminal Manager
			Michigan Oaks Neighborhood Assn.	35 Belaire NE	Grand Rapids	MI	49503	
			Grand Action	160 Ottawa NW, Ste. 205F	Grand Rapids	MI	49503	Project Manager
			Village Bike Shop	2844 Thornapple River Drive	Cascade	MI	49546	
Ms.	Kuhn	Katherine		2037 Swensberg Ave. NE	Grand Rapids	MI	49505	
Ms.	Hollinrake	Mary	Kent County	300 Monroe Ave. NW	Grand Rapids	MI	49503	Clerk - Register of Deeds
			Cherry Hill Historic District	211 Henry SE	Grand Rapids	MI	49503	Administrator/Director
			Historic Preservation	227 College SE	Grand Rapids	MI	49503	Director
			International Tree Corps.	1900 Wealthy, Ste. 290	E. Grand Rapids	MI	49506	Director/Administrator
			Blanford Nature Center	1715 Hillburn NW	Grand Rapids	MI	49504	Director
			Hispanic Center of W. Michigan	730 Grandville SW	Grand Rapids	MI		Director
			North County Trails-West Chapter	10822 26th Ave.	Grand Rapids	MI	49504	
			MC Smith & Associates	529 Greenwood SE	Grand Rapids	MI	49506	Director
			ITP - The Rapid	300 Ellsworth Avenue SW	Grand Rapids	MI	49503	General Manager
			CSX Railroad	500 Waters Street	Jacksonville	FL		CEO
			MARP	3903 Navaho SW	Grandville	MI	49418	Director
Ms.			Neighbors of Belknap Lookout	P.O. Box 3138	Grand Rapids	MI	49501	
	Logie	Susie		601 Cherry SE	Grand Rapids	MI	49503	
			MI Assn. For the Blind & Visually Impaired	456 Cherry SE	Grand Rapids	MI	49503	
			Gerontology Network Service	516 Cherry St. SE	Grand Rapids	MI	49508	Agency Representative
			4-C Regional Child Care	233 E. Fulton	Grand Rapids	MI	49503	
Mr.			Alger Heights Neighborhood Assn.	P.O. Box 7809	Grand Rapids	MI	49510	
Ms.	Parkhurst	JoAnne	Center for Independent Living/Disability Advocates	3600 Camelot SE	Grand Rapids	MI	49546	
			Grand Rapids Community College	143 Bostwick NE	Grand Rapids	MI	49503	Handicapped Student Services, Exec. Dir.
			American Cancer Society	400 Ann St. NW, Ste. 202	Grand Rapids	MI	49504	Executive Director
Ms.	Koning	Cindy	East Hills Council of Neighbors	131 Eastern SE	Grand Rapids	MI	49503	
Mr.	Porter	Chuck	Courtland Township	8715 Whittall Road	Rockford	MI	49341	Trustee
Mr.	Miedema	Jim	Jamestown Township	2380 Riley St.	Jamestown	MI	49427	Township Supervisor
			Wyoming Senior Citizens	2380 Dehoop SW	Wyoming	MI	49509	Director
Mr.	Preoli	Jan	Friends of the White Pine Trail	5075 Egypt Valley, NE	Belmont	MI	49306	
			Kent County Social Services	415 Franklin SE	Grand Rapids	MI	49507	Executive Director
			Easter Seal Society	4065 Saladin Drive SE	East Grand Rapids	MI	49506	Director
			Association For Retarded Citizens	1331 Lake SE	Grand Rapids	MI	49503	Executive Director
			Pine Rest Christian Hospital	300 68th Street SE	Grand Rapids	MI	49501	Administrator
			Metropolitan Hospital	1919 Boston Street SE	Grand Rapids	MI	49501	Executive VP
			Hospital & Rehabilitation Center	235 Wealthy Street SE	Grand Rapids	MI	49501	Administrator
			Columbian Distribution Service	900 Hall Street SW	Grand Rapids	MI	49503	President
			Columbian Express Services Inc.	900 Hall Street SW	Grand Rapids	MI	49503	President
			Con-Way Central Express Inc.	5350 Kraft	Grand Rapids	MI	49512	President
			February Fourteen Inc.	4525 50th St. SE	Grand Rapids	MI	49512	President
			Gainey Transportation Services	5976 Clay Ave. SW	Grand Rapids	MI	49548	President
			Gra-Bell Truck Line Inc.	A-5253 144th Avenue	Holland	MI	49422	President
			Grassmid Transport	9525 Ransom Street	Zeeland	MI	49464	President
Ms.	Nimchick	Julie	Roosevelt Park Neighborhood Assn.	1251 Grandville SW	Grand Rapids	MI	49503	

Appendix E

Public Participation Participants

Title	Last Name	First Name	Company	Address	City	State	Zip	Job Title
			Parker Motor Freight	3525 Scheele Dr #B	Jackson	MI	49202-1217	President
			Robinson Cartage Co.	2712 Chicago Drive SW	Wyoming	MI	49509	President
			Sprinter Services Inc.	2900 Dixie Avenue SW	Grandville	MI	49418-1280	President
			The TLC Group Inc.	8300 Logistic Drive	Zeeland	MI	49464	President
			Towne Air Freight Inc.	5450 Kraft Ave. SE	Grand Rapids	MI	49512	President
			Van's Delivery Service Inc.	2400 Turner NW	Walker	MI	49504	President
			A Better Grand Rapids Limousine Svc.	1426 Lake Grove SE	Grand Rapids	MI	49546	
			A Prestige Service	115 Valley NW	Grand Rapids	MI	49504	Manager
Mr.	Olivarez	Juan	Grand Rapids Community College	143 Bostwick NE	Grand Rapids	MI	49503	President
			Aero Med-Air Medical Transport	100 Michigan NE	Grand Rapids	MI	49503	Chief Operating Officer
			Air Ambulance By Life EMS	1275 Cedar Street NE	Grand Rapids	MI	49503	Customer Service Manager
			AMB-U-CAB by G.R. Veterans	517 S. Division	Grand Rapids	MI	49503	Manager
			Calder City AMB-U-CAB	146 Pleasant SW	Grand Rapids	MI	49503	Manager
			Health Care Associates of G.R.	1986 28th St. SW	Wyoming	MI	49509	Owner
			Mercy Ambulance Service	517 S. Division	Grand Rapids	MI	49503	Manager
			Port City Cab Company	1245 S. Division	E. Grand Rapids	MI	49506	Manager
			Grand Valley State University	401 W Fulton St. #202C	Allendale	MI	49401	President
			Calvin College	3201 Burton Street SE	Grand Rapids	MI	49546	President
			Aquinas College	1607 Robinson Rd. SE	Grand Rapids	MI	49506	President
			Cornerstone & Baptist Seminary	1001 East Beltline NE	Grand Rapids	MI	49525	President
Ms.	Rogers	Carol	West MI Environmental Action Council	1514 Wealthy, Ste. 280	Grand Rapids	MI	49506	President
			Kendall College of Art/Design	111 N. Division Ave.	Grand Rapids	MI	49503	President
Ms.	Pettis	Edie	Pettis Farms	1023 Pettis Ave.	Ada	MI	49301	Landowner
			ITT Technical Institute	4020 Sparks Drive SE	Grand Rapids	MI	49546	President
			Kent Intermediate School District	2930 Knapp NE	Grand Rapids	MI	49525	President
			Big Brothers Big Sisters	805 Leonard SW	Grand Rapids	MI	49503	Coordinator
	Osgood	Ron	North East Citizens Action Assn.	1850 Forland NE	Grand Rapids	MI	49505	President
			YMCA/YWCA	33 Library NE	Grand Rapids	MI	49503	Director
			American Civil Liberties Union	4417 Broadmore	Grand Rapids	MI	49512	President
			Bethany Christian Services	901 Eastern NE	Grand Rapids	MI	49503	Director
			Project Rebab	330 Eastern	E. Grand Rapids	MI	49503	Director of Community Services
			Salvation Army	1491 S. Division	Grand Rapids	MI	49505	Development Director
	Wilson	Steve	Grand Rapids Visitors & Convention Bureau	171 Monroe Ave NW, Suite 700	Grand Raids	MI	49503	President
			Amway Hotel	187 Monrie NW	Grand Rapids	MI	49503	General Manager
			Family Outreach Program	1939 S. Division	Grand Rapids	MI	49507	Business Manager
			Lesbian & Gay Community Network	343 Atlas Ave SE	Grand Rapids	MI	49506-1701	Director
			Rental Property Owners Assn.	1459 Michigan NE	Grand Rapids	MI	49503	President
			Retired Senior Volunteers	44 Ionia SW, Ste. 1	Grand Rapids	MI	49503	Director
			The Contact Center	750 Cherry St. SE	Grand Rapids	MI	49503	Service Coordinator
			NAACP	640 Eastern SE	Grand Rapids	MI	49503	Director
			Arts Council of Greater Grand Rapids	P.O. Box 2265	Grand Rapids	MI	49501-2265	Managing Director
	Ray	Kathleen		5729 Rollaway Drive NE	Comstock Park	MI	49321	
			Thornapple Trail Assn.	PO Box 393	Middleville	MI	49333	
			Spare Tire Bike Shop	545 Fountain NE	Grand Rapids	MI	49503	
			The Rapid Wheelmen	PO Box 1008	Grand Rapids	MI	49501	
	Faass	Don		7374 Grachen SE	Grand Rapids	MI	49549	
Mr.	Root	Rick	City of Kentwood	4900 Breton Ave. SE, Box 8848	Kentwood	MI	49518	Mayor
	McDonald	Tom		7287 Denison SE	Grand Rapids	MI	49546	
	Radlick	Ken & Maureen		1891 Thornapple River Dr.	Grand Rapids	MI	49546	
Mr.	Rycenga	Roger	Ottawa County Commissioner	10170 76th Ave	Allendale	MI	49401	
			North End Neighborhood Assn.	2656 Fuller NE	Grand Rapids	MI	49505	
Mr.	Schultz	John	Ottawa County Parks & Recreation	12220 Fillmore St. Rm 331	West Olive	MI	49460	Manager
Mr.	Petruska	John	Village of Kent City	83 Spring St., PO Box 296	Kent City	MI	49330	Village President
Mr.	Setchfield	William	Spencer Township	14960 Meddler Ave.	Gowen	MI	49326	Township Supervisor
Mr.	Sevensma	Norm	West MI Environmental Action Council	2612 Hampshire Blvd. SE	E. Grand Rapids	MI	49506	Chair Transportation Work Group
Mr.	Courey	Jim	Creston Neighborhood Association	205 Carrier St. NE	Grand Rapids	MI	49505	

Appendix E

Public Participation Participants

Title	Last Name	First Name	Company	Address	City	State	Zip	Job Title
Mr.	Stonehouse	Ron	Kent County	741 East Beltline Ave., NE	Grand Rapids	MI	49505	Community Development & Housing
	Simon	Sandy	AAA of Michigan	6305 Kenowa	Grandville	MI	49418	Sales Manager
Ms.	Smith	Rosa L.	Kentwood pines N.A.	4637 Potter Ave SE	Kentwood	MI	49508	Leader
			Saint Mary's Hospital	200 Jefferson Avenue SE	Grand Rapids	MI	49503	Adminstrator
Mr.	Stanton-Artner	Lori	South West Neighborhood Assn.	705 West Fulton	Grand Rapids	MI	49504	
Mr.	Stark	Ione	Tyrone Township	28 E. Muskegon St. PO Box 275	Kent City	MI	49330	Township Supervisor
	Williams	Paul & Joan	Princeton Estates	1667 Lockmere SE	Kentwood	MI	49508	Leaders
	McCarty	Rob	West Grand Neighborhood Assn.	625 Broadway Ave NW	Grand Rapids	MI	49504	
Hon.	Blough	Michael	City of Lowell	301 E. Main St.	Lowell	MI	49331	Mayor
Mr.	Tilma	Tom		1635 Hall Street SE	East Grand Rapids	MI	49506	
Mr.	Timpson	John	Lowell Charter Township	2910 Alden Nash SE	Lowell	MI	49331	Township Supervisor
			Highland Park Association	725 Eastern NE	Grand Rapids	MI	49503	
Mr.	Carlburg	Peter	John Ball Park Neighborhood Association	71 Richards Ave NW	Grand Rapids	MI	49504	
	Reyes	Esther	Garfield Park Association	334 Burton SE	East Grand Rapids	MI	49507	Director
			Grand Rapids Business Journal	549 Ottawa NW Suite 201	Grand Rapids	MI	49503	
			Rideline	3375 S. Division	Grand Rapids	MI	49548	Director
Mr.	Wenger	Christian	Bowne Township	6059 Linfield SE, PO Box 35	Alto	MI	49302	Township Supervisor
Mr.	West	Dan	Grand Rapids Public Schools	2135 Glen Gary SE	Grand Rapids	MI	49546	Board Member
Mr.			Grand Rapids Public Schools	1331 Franklin SE	Grand Rapids	MI	49506	Community Involvement Office
Mr.	Wiersma	Bill	Tallmadge Township	0-1451 Leonard St. NW	Grand Rapids	MI	49544	Township Supervisor
			Coalition for the Preservation of the Grand River	4642 Abridger Trail NE	Comstock Park	MI	49321	Director
Mr.	Wittenbach	Tim	Vergennes Township	10381 Bailey Dr., PO Box 208	Lowell	MI	49331	Township Supervisor
Mr.	Gowdy	Dan	Hope Network	PO Box 890	Grand Rapids	MI	49518	Director of Transportation
Ms.	Hartley	Tina	Goodwill Industries	3035 Prairie SW	Grandville	MI	49418	President
	Zigarelli	Larry	Meijer, Inc.	2929 Walker NW	Grand Rapids	MI	49544	President
Ms.	Englehart	Jeanne	Grand Rapids Area Chamber of Commerce	111 Pearl St. NW	Grand Rapids	MI	49503	President
Mr.	Cloyd	Brian	Steelcase, Inc.	P.O. Box 1967	Grand Rapids	MI	49501	Director of Corporate & Community Relations
	Ritsema	Pamela	City of Grand Rapids	50 Ottawa NW, PO Box 1968	Grand Rapids	MI	49501	Parking Services Director
Ms.			St. Mary's Health Services	200 Jefferson SE	Grand Rapids	MI	49503	Personnel/Human Resources
Mr.	Sturtevant	Dennis	Dwelling Place of Grand Rapids	101 Sheldon Blvd. SE, Ste. 2	Grand Rapids	MI	49503	Executive Director
Hon.	Buck	James	City of Grandville	3195 Wilson Ave. SW	Grandville	MI	49418	Mayor
Ms.	Drake	Beverly	ACSET Council	144 East Fulton Street	Grand Rapids	MI	49503	
Ms.	Dalton	Fran	St. Stephens	728 Fuller NE	Grand Rapids	MI	49503	Faith In Motion
Ms.	Pekich	Barbara	Heartside Ministry	54 S. Division	Grand Rapids	MI	49503	Executive Director
			WGVU AM/FM News Department	301 W Fulton	Grand Rapids	MI	49504	News Director
Mr.	Wyngarden	Mike	Advance Newspaper	P.O. Box 9	Jenison	MI	49428	Managing Editor
Ms.			WGRD AM/FM News Department	50 Monroe Ave NW	Grand Rapids	MI	49503	News Director
Ms.	Valade	Carol	Grand Rapids Business Journal	549 Ottawa NW Suite 201	Grand Rapids	MI	49503	
	Pulliam	Patricia	Grand Rapids Times	2016 Eastern SE	Grand Rapids	MI	49507	Publishing Editor
Mr.	Zylstra	Dave	Caledonia Charter Township	250 Maple PO Box 288	Caledonia	MI	49316	Township Manager
Ms.	Brinks	Lois	American Red Cross	313 W. Webster Ave.	Muskegon	MI	49440	Director of Senior Transportation
			WWMT Channel 3 (CBS)	590 West Maple	Kalamazoo	MI	49008	News Director
Mr.	Sporte	Douglas	Kent County Drain Commission	1500 Schribner NW	Grand Rapids	MI	49504	
Mr.	Chan	Peter	WXMI Channel 17	3117 Plaza Drive NE	Grand Rapids	MI	49525	Meteorologist
Hon.	Bartman	Cindy	City of E. Grand Rapids	750 Lakeside Dr. SE	E. Grand Rapids	MI	49506	Mayor
Mr.	Moyer	James	Grand Valley State University	1 Campus Drive	Allendale	MI	49401	Director of Facilities Planning
			John Ball Park Community Association	71 Richards NW	Grand Rapids	MI	49504	Director
Ms.	Bright	Sarah	Midtown Neighborhood Association	935 Fulton St. East	Grand Rapids	MI	49503	Director
			Southeast End Neighborhood Association	900 Fuller SE	Grand Rapids	MI	49506	Director
			Salon Township	2305 19 Mile Road	Cedar Springs	MI	49319	Supervisor
Mr.	Sawyer	Keary		418 College NE	Grand Rapids	MI	49503	Attorney at Law
Mr.	Lanning	Ray B.		415 Paris SE	Grand Rapids	MI	49503	
			Senior Neighbors	820 Monroe Ave., NW	Grand Rapids	MI	49503	Representative/Director
			Fish-For-My-People	946 Brownell SE	Grand Rapids	MI	49508	
			Advance Transportation Co.	3101 Ken-O-Sha industrial Court	Grand Rapids	MI	49508	President
			Grand Rapids Youth Commonwealth	235 Straight NW	Grand Rapids	MI	49507	Director

Appendix E

Public Participation Participants

Title	Last Name	First Name	Company	Address	City	State	Zip	Job Title
			Paws for a Cause	4646 South Division	Moline	MI	49348	Director
			Grand Rapids Towing	5510 Clayi St. SW	Grand Rapids	MI	49548	
	Witkowski	Mary	Fulton Heights Neighborhood Association	221 Baynton Ave NE	Grand Rapids	MI	49503	
			Take Pride! Community	1014 Franklin St. SE	Grand Rapids	MI	49507	
			Mary Free Bed Hospital & Rehabilitation Center	235 Wealthy St. SE	Grand Rapids	MI	49503-5299	Administrator
	Barrera	Marian	Baxter Neighborhood Association	722 Eastern Ave SE	Grand Rapids	MI	49507	
	Westra	Amy	Black Hills Citizens for a Better Community	939 Kensington Ave SW	Grand Rapids	MI	49503	
	Rozeboom	Becky	Neighborhood Associations Overview Map Information	1239 Fuller Ave SE	Grand Rapids	MI	49506	
Mr.	Harvey	Syd	Oakdale Neighbors Information	1260 Kalamazoo SE	Grand Rapids	MI	49507	Director
	Stan/Ann	Boscher	Ridgemoor Neighborhood Association	2210 Ridgewood Ave. SE	Grand Rapids	MI	49546	Director
	Rand	Kevin	South Hill Neighborhood Association	716 College Ave. SE	Grand Rapids	MI	49503	Chairperson
Mr.	Swier	Glenn	Heartside/Downtown Neighborhood Association	54 South Division Ave.	Grand Rapids	MI	49503	
Ms.	Doty-Nation	Pam	Habitat for Humanity	539 New SW	Grand Rapids	MI	49503	Executive Director
Ms.	Wildeboer	Janet	Princeton Estates	5385 Effingham SE	Kentwood	MI	49508	Leader
Mr.	Jones	Robert	Meadowlawn N.A.	4838 Aleda SE	Kentwood	MI	49508	Leader
Mr.			Walnut Hills Condo #2 Association	4141 Walnut Hills Ln	Kentwood	MI	49512	Leader
Mr.	VanEss	Allan & Angela	Bailey's Grove	5416 E. Heathwood Dr SE	Kentwood	MI	49508	Leaders
Ms.	Warnes	Susan	Brookview Village N.A.	5565 Brittany Dr	Kentwood	MI	49508	Leaders
Ms.	Taliaferro	Debra	Claudia Ave.	5522 Claudia SE	Kentwood	MI	49508	Leader
Mr.	Warners	John D	Leisure South Condominiums	5706 Leisure South Dr. SE	Kentwood	MI	49508	Leader
Ms.	Haddix	Susan	Windmill Pointe	588 48th St. SE	Kentwood	MI	49508	Leader
Ms.			Hampton Meadows	2957 Wingate Dr. SE	Kentwood	MI	49508	Leader
Ms.	Howard	Melinda	Kentwood Estates	4737 Flying Eagle SE	Kentwood	MI	49508	Leader
Ms.	Cunningham	Jessica	Old Farm Estates	2230 Innwood SE	Kentwood	MI	49508	Leader
	Flechsig	Randolph	Davenport University	415 East Fulton	Grand Rapids	MI	49503	President

Appendix F

The Revised Planning Process

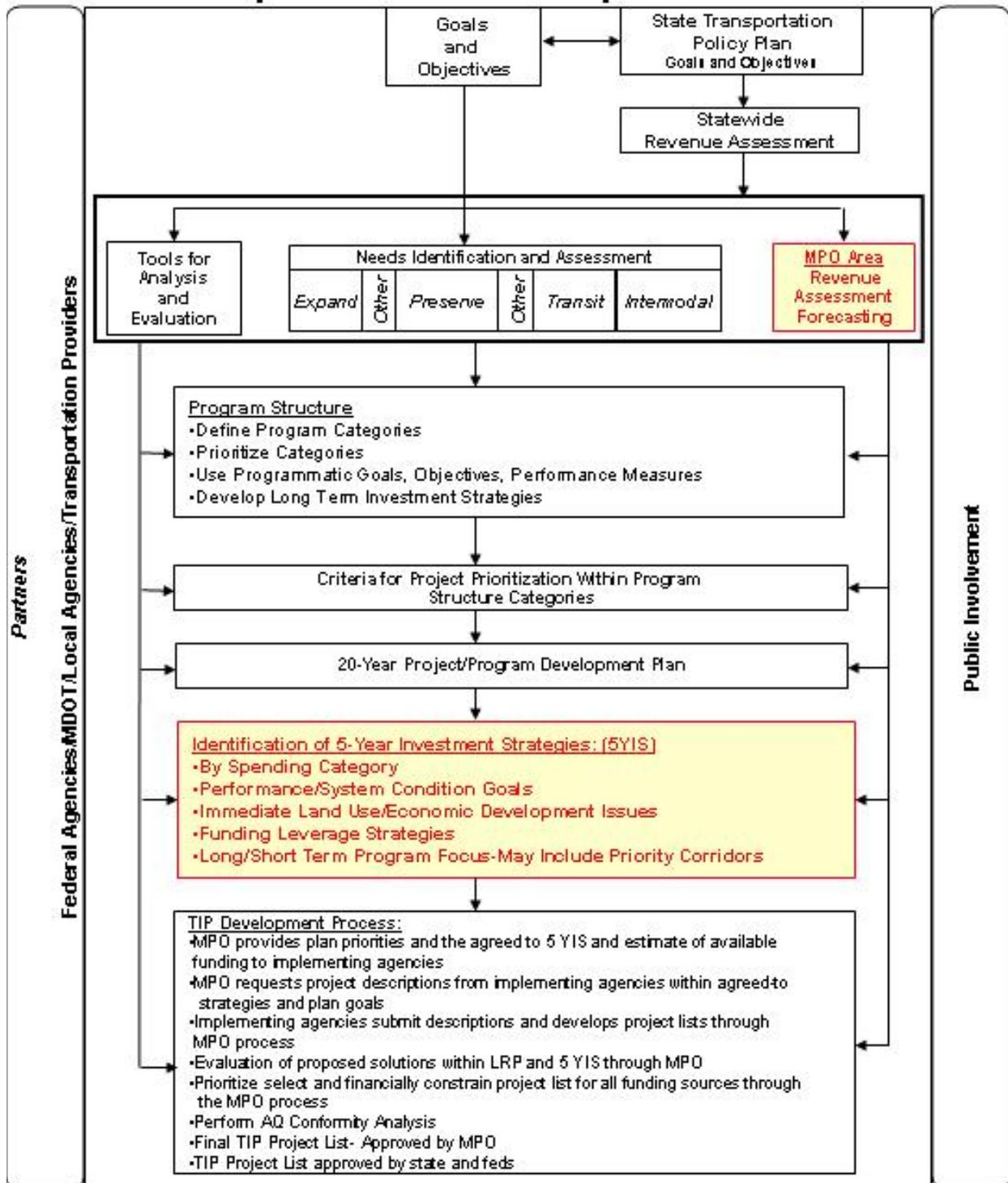
Recognizing the need for an improved planning process, the Michigan 3-C Transportation Planning Directors Association (3C's), an organization comprised of MPO's throughout Michigan, developed in 2000 what is referred to as "The New Planning Process" (see the next page). Since this time some revisions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

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

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

MPO Forum

Transportation Plan Development Process



Appendix 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

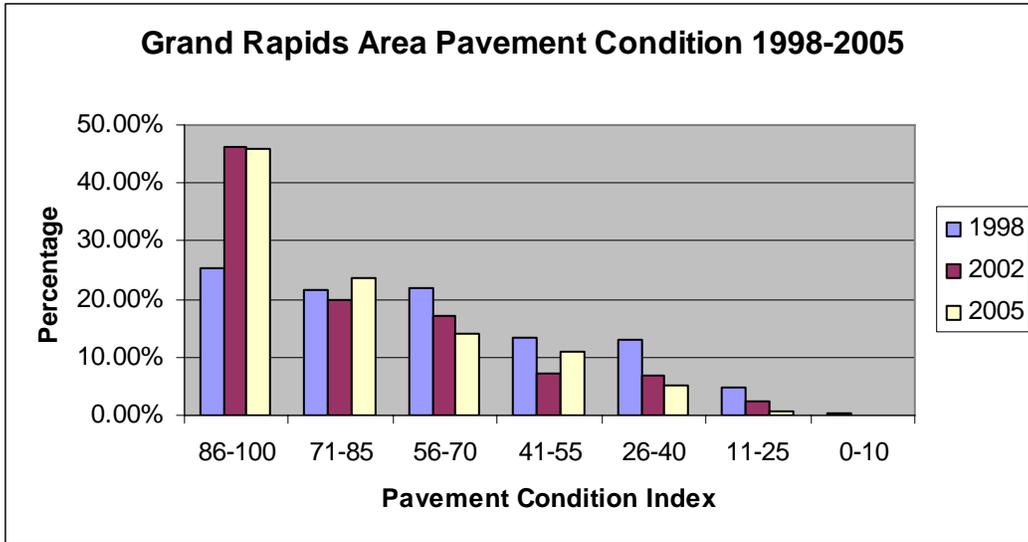
* - Numbers are approximate

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.



Pavement Condition Comparison 1998-2005

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

Pavement Condition Comparison 1998-2005

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

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.

ITP's total service area covers approximately 223 square miles. The service area has an estimated population of 436,336.

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

Metropolitan Transportation Planning Process Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

(for Nonattainment and Maintenance Areas)

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.334;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C 7504 and 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S. C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

James Buck, Chairman
Grand Valley Metro Council

Susan Mortel, Director
Bureau of Transportation Planning

Date

Date

Appendix 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.

7. 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.
8. 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

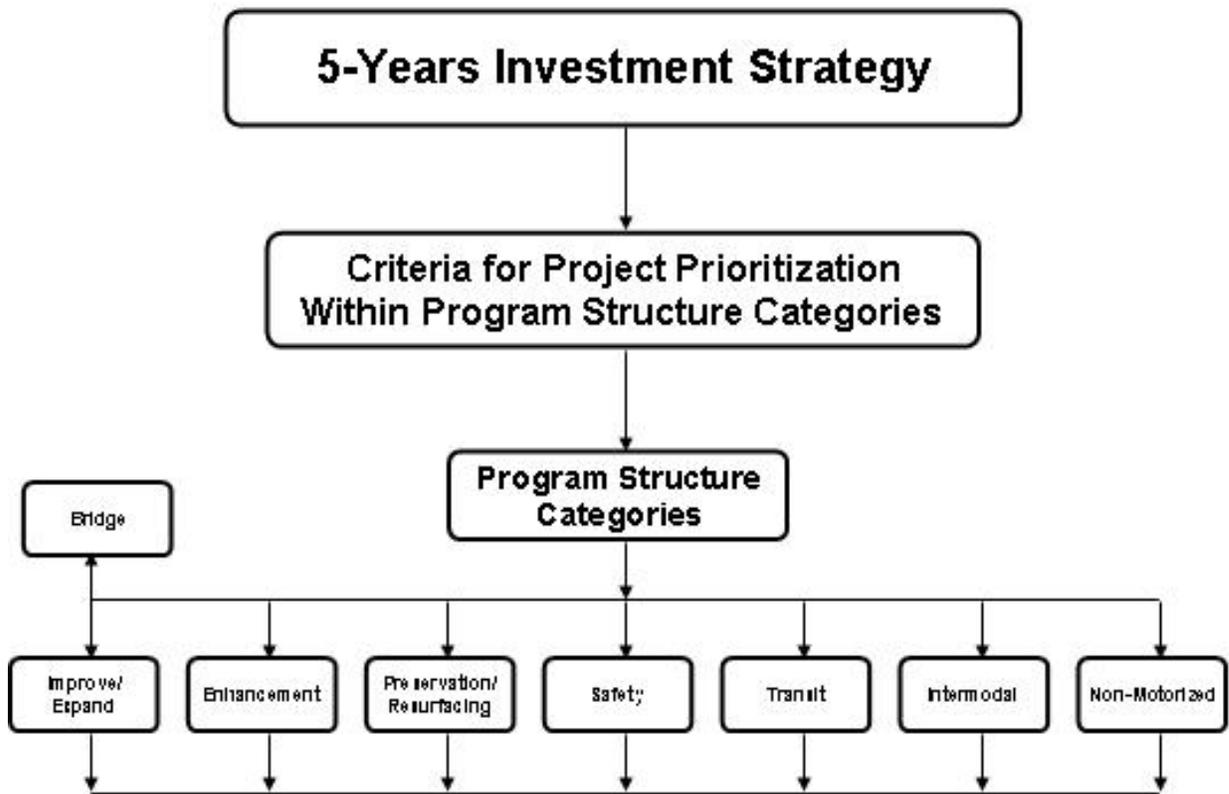
Public involvement in the planning process at the Interurban Transit Partnership (ITP) is considered to be a critical element of developing an effective and efficient transit system. The ITP employs various means of getting public involvement on projects and in the development of plans. The development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

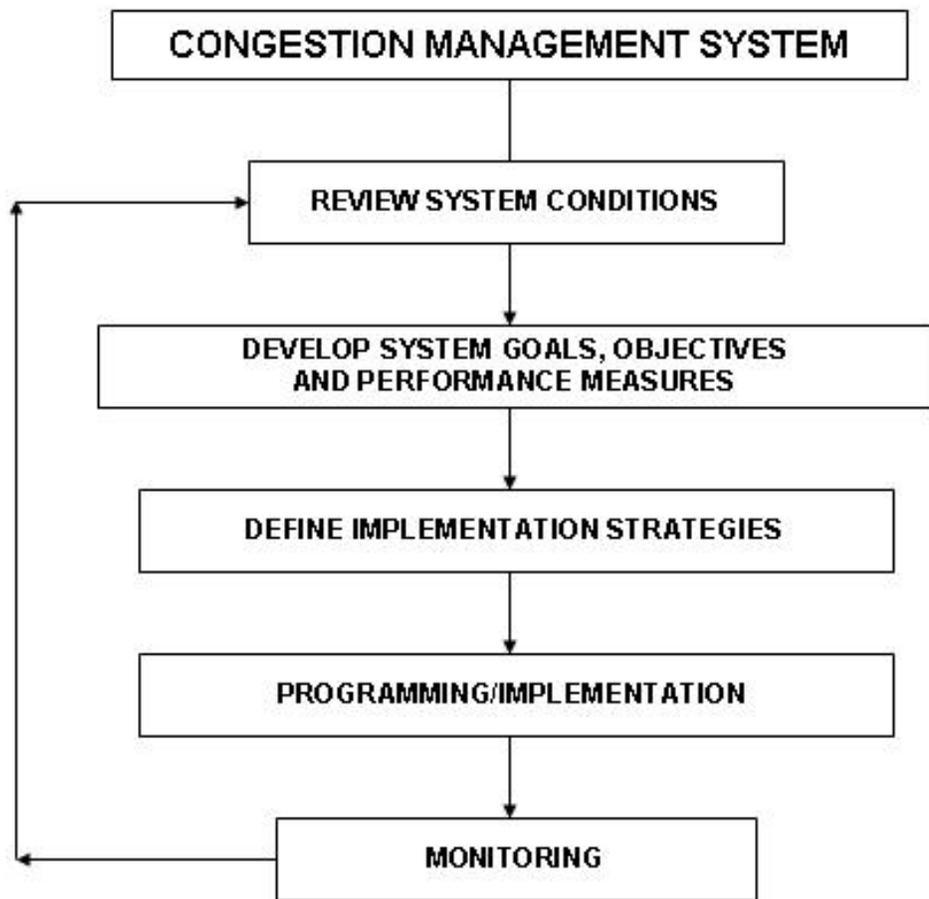
- Nine public focus group meetings.
- 1,000 public opinion surveys were gathered expressing peoples' thoughts, ideas, and perceptions of public transportation now and into the next century.
- Over 80 elected officials and community leaders spent four hours discussing community public transportation needs 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.

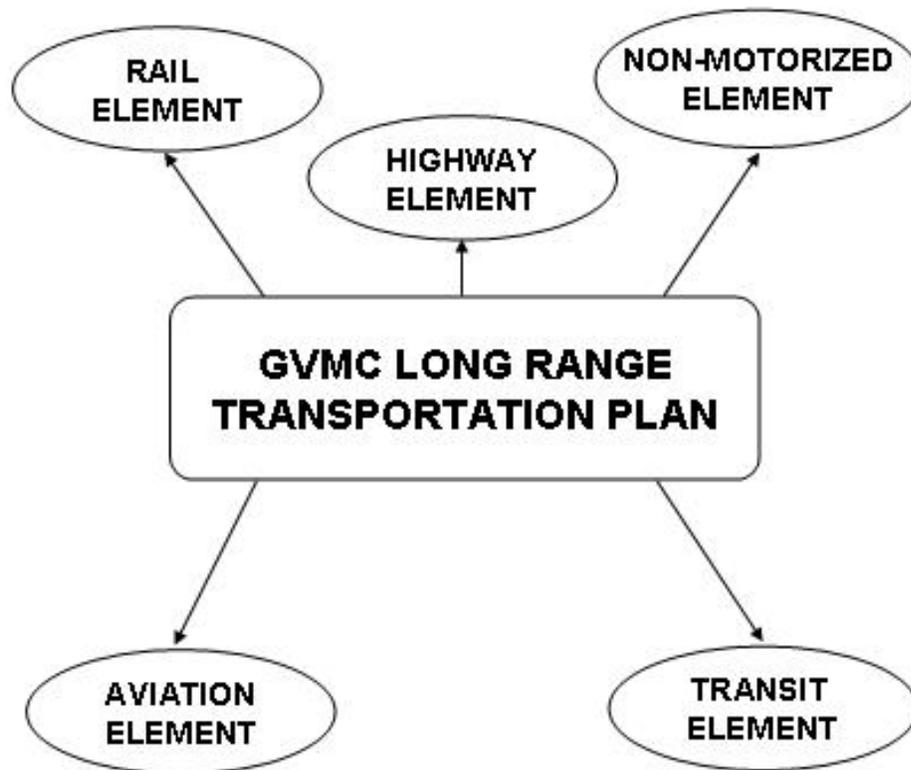
The plan was updated in cooperation with GVMC during 2001. The plan update was presented to the ITP Board at a public meeting, and was forwarded to GVMC for adoption into the Grand Valley Long Range Plan. The plan was then taken through to public hearings, prior to being adopted by the GVMC Committees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



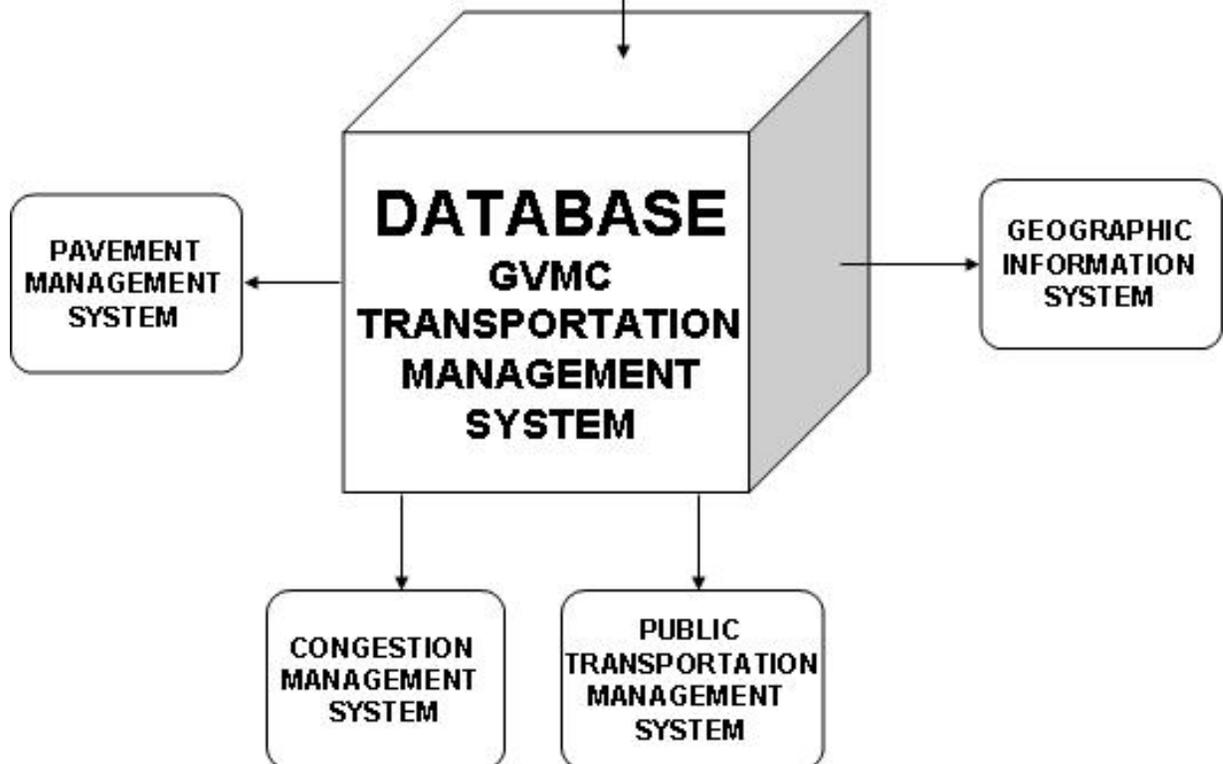


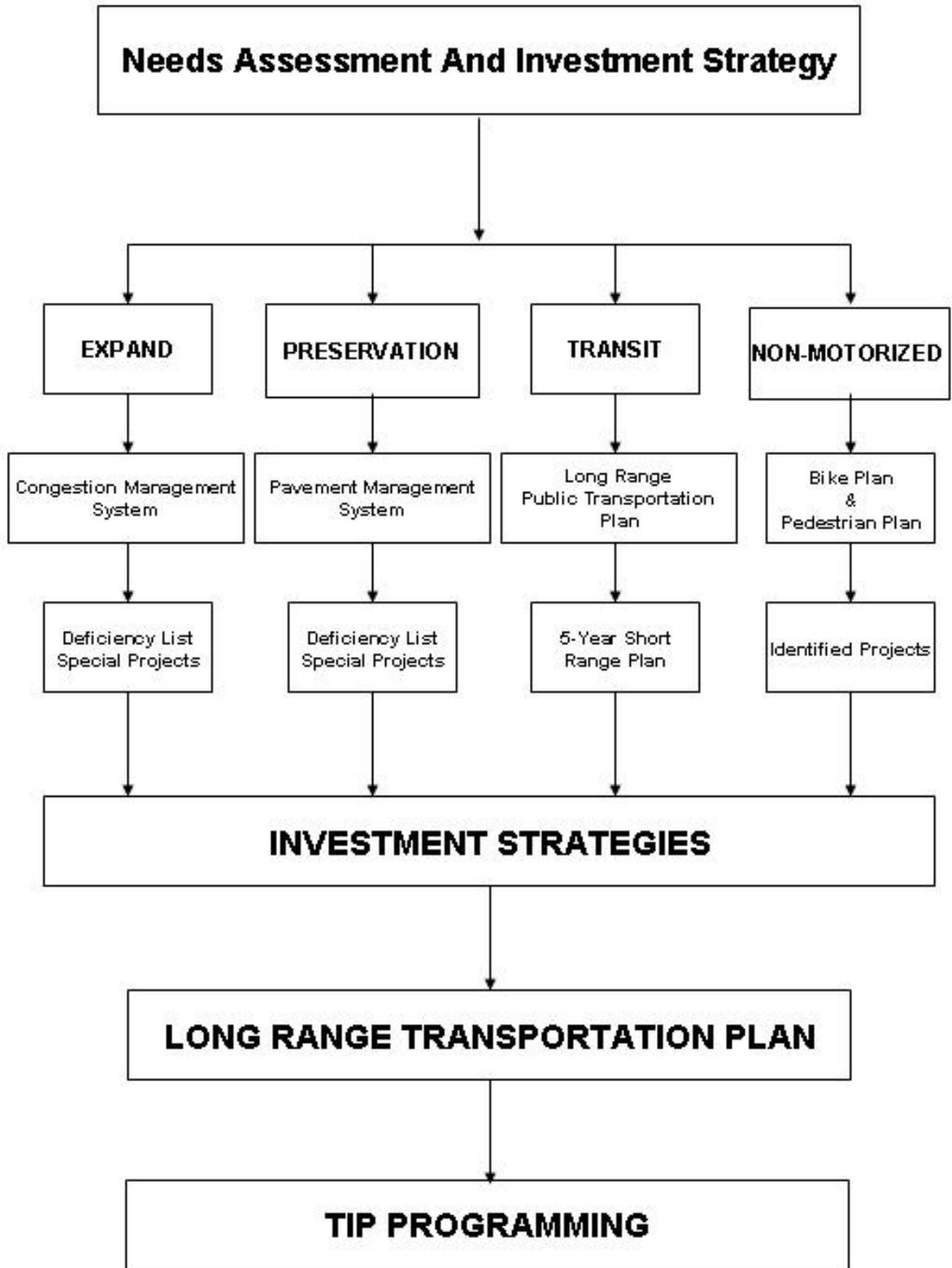
LONG RANGE TRANSPORTATION PLAN ELEMENTS

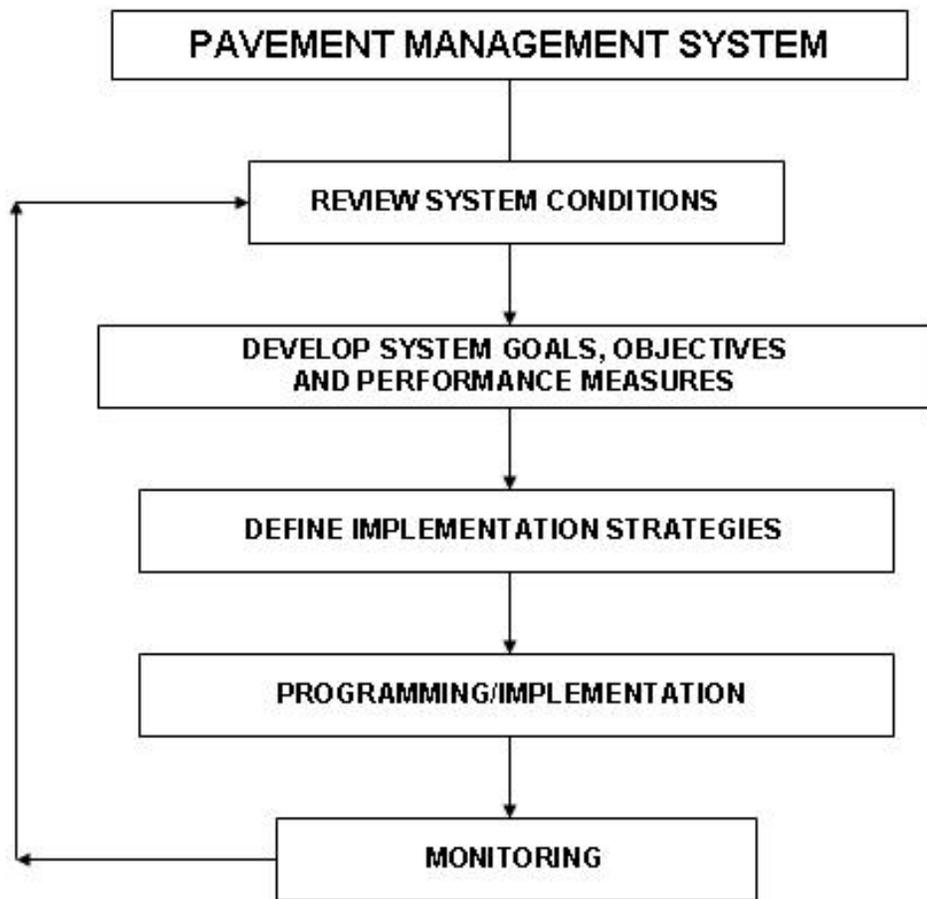


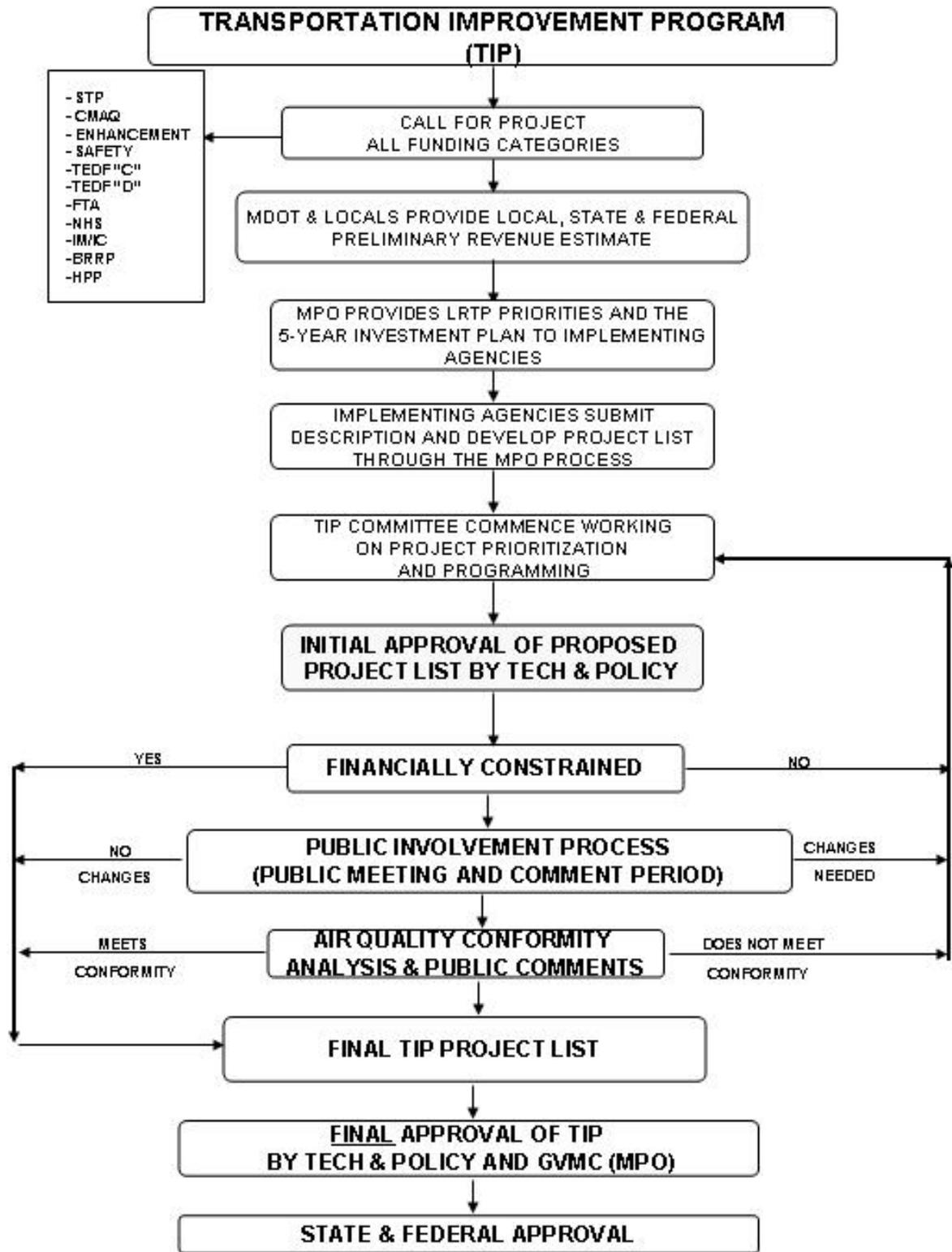
LONG RANGE TRANSPORTATION PLAN TOOLS

TRAFFIC COUNT PROGRAM
TRAVEL DEMAND FORECASTING
(VEHICLE, TRANSIT, PEDS., & BICYCLE TRIPS)
ROADWAY INFORMATION
SOCIO-ECONOMIC DATA/LAND USE PLANS









^ LRTP = LONG RANGE TRANSPORTATION PLAN

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

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

Funding Sidewalks

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

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

Regional Non Motorized Facilities

Current Policies/Practices

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

TIP Committee recommended Policy/Practice:

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

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

Funding Right of Way (ROW) with federal funding

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

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

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

Funding Engineering costs

Current Policy/Practice

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

TIP Committee recommended Policy/Practice:

No Federal/State funds for Engineering.

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

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

Other Issues

Safety

TIP/Staff recommendations:

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

ITS

TIP/Staff recommendations:

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

Rural areas

TIP/Staff recommendations:

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

Planning/Engineering studies

TIP/Staff recommendations:

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

Land Use/Transportation Planning

TIP/Staff recommendations:

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

Public Involvement

Staff recommendations:

Staff is currently reviewing the current public involvement process.

Railroads

No recommendations are being made at this time.

Traffic Calming

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

Appendix 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 Chris Dingman at (616) 776-7669.

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
FY 2008-2011 Transportation Improvement Program
Meeting Sign In Sheets/Comment Forms

Chris Dingman

From: Dave Zawacki [zawackid@hraastrategies.com]
Sent: Monday, June 04, 2007 9:16 AM
To: Chris Dingman
Subject: Paving Spaulding Avenue

Good Morning Chris,

I own a home on the corner of Spaulding and Ada and have watched the section of Spaulding that is proposed for resurfacing deteriorate. I think the resurfacing is a good idea, but by 2010 there won't be much left and it might take more than resurfacing.

Dave Zawacki

Doug and Mary Rottman
1265 76th St SE
Byron Center, Michigan
49315

May 27, 2007

To: Chris Dingman, Senior Transportation Planner
C/O Grand Valley Metro Council

Mr. Dingman (and to whom it may concern):

My wife, three children and I are owners of a home at 1265 76th St, which lies on the north side of 76th St, about halfway between Eastern and Kalamazoo Avenues. We have lived in our home here since the spring of 2004. Since that time we've seen the growth of homes and businesses along Kalamazoo Avenue, the opening of M6, and many major road construction projects in the surrounding areas. I have several questions that I (and my family) would appreciate answers to, and concerns that I would like to have on the record (and addressed) at the June 4, 2007 meetings.

Let me start with questions:

1) What is the reasoning behind the proposed "... future transportation work that may take place in your (our) area."? Is the proposed addition of a "Center Turn Lane in 2011" based on any traffic studies? if so, what were the findings of those studies and how do they, in turn, indicate the necessity for a turn lane?

2) Has there been research conducted about future growth (residential or commercial) in the area? This leads to one of my comments/observations:

A) Since the opening and regular use of M6, it is our observation that the amount of traffic has significantly declined going east/west on 76th St. Prior to the opening of M6 a noticeably large number of dump trucks and vehicles carrying heavy, construction type equipment regularly used 76th St. Obviously, there are still some that pass by, but the amount is markedly less. This leads me back to my question about growth in the area. Aside from less than a dozen building sites (in Harmony Cove and Emerald Cove development areas) -- that remain in possible, undeveloped sites off of 76th St between Kalamazoo and Eastern Avenue.

3) If -- for sake of argument -- the proposed turn lane is to increase the safety of those who travel between Kalamazoo and Eastern Avenue, why is the speed limit at 55 mph? Have there been studies done to see if safety could be increased by lowering the speed limit, perhaps from 55 to 45 mph?

In terms of comments/observations, here are some of the others I offer:

1) Traffic seems to be heaviest, and the road seems to be most frequently traveled during the school year, near the times that Cross Creek Charter School has their drop-off/pickup of students. The 15-20 minutes of increased traffic in the morning and afternoon (at around 8 AM and 3 PM) does not seem to coincide with the times that we -- and our neighbors -- are coming in going from work, and therefore does not cause any significant problem.

2) Since Kalamazoo Avenue was widened to five lanes from 68th to 76th streets, traffic has minimized significantly as well. Aside from people that live on 76th St or take their children to and from Cross Creek, it seems as though 76th St is not used as regularly as 68th St or 60th St as an East -- West artery from Crystal Springs, or any other traffic from near M6.

3) Many of the homes on 76th St (ours included) have medium-sized ponds that are habitat to ducks, geese and fish. This leads me to another of my questions:

A) Have there been any environmental studies done to measure the potential impact that construction and increased traffic will have on the environment in the area?

In summary, please note the loud, strong and carefully considered sentiment of opposition voiced by myself, my wife and family, to the proposed construction project on 76th St. As homeowners

in a peaceful area of Southeastern Grand Rapids, we would like to keep our neighborhood and home just the way they are -- relatively safe and serene.

If, by chance, there are logical, reasonable explanations to my observations, or understandable, study based answers to the questions I have raised, I would like to hear them. I'll not be able to attend the June 4 meetings. Please respond to this correspondence by regular mail or e-mail at the following addresses :

The Rottman Family
1265 76th St SE
Byron Center, Michigan
49315
E-Mail: "Rottdug@Comcast.net".

Sincerely and respectfully submitted,

Mr. Douglas Rottman, MSW, CSW
(And Family): wife, Mary, and three children (Brian & Marielle, age 10, and Morgan, age 6).

Doug Rottman
Home: 656-9705
Cell: 460-3091

Chris Dingman

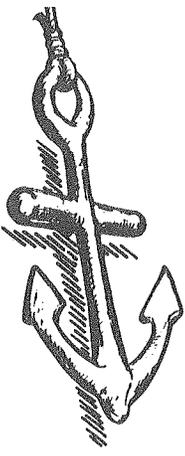
From: Dennis Kent [kentd@michigan.gov]
Sent: Thursday, June 14, 2007 5:46 PM
To: Chris Dingman
Cc: Sandra Cornell-Howe; Steve Redmond
Subject: Re: TIP issues for tomorrow

Chris:

Below are issues that were brought to my attention, for our discussion:

- P.4 Should be a ...four year period... in first paragraph.
- P.8 Should Local Jobs Today (LJT) be listed as a funding source?
- P.11 Under CMAQ, consider listing project types eligible.
- P.11/12 Under State Trunkline Program, indent the next sub-headings; consider adding Safety, ITS, & HPP.
- P.138 More explanation of High Priority Corridors.
- P.141 Does this need to be modified to clarify which committees need to approve adjustments vs amendments, to avoid the I-196 @ Baldwin issue?
- P.142 Does the LJT program need to be referenced more here?
- P.143 The CMAQ 50/50 issue in this document vs statewide guidelines on the program.
- p.144/145 Is the MPO Sidewalk Policy in conflict with legislative changes, FHWA guidance, and resulting MDOT Policy changes regarding S/W funding? (Possibly add a disclaimer referencing the need to be consistent with more recent state and federal guidance and law changes.)
- P.146/147 Is an exception needed to cover MDOT projects using federal aid for ROW/PE?

Thanks - Dennis



Hope Lutheran Church

100 PACKARD AVENUE, S.E.
GRAND RAPIDS, MICHIGAN 49503-4439

DANIEL J. GRUENWALD
PASTOR

OFFICE (616) 459-2941
HOME (616) 363-4005

June 12, 2007

Attn: Chris Dingman, Senior Transportation Planner
Grand Valley Metro Council
40 Pearl St. NW Suite 410
Grand Rapids, MI 49503

Chris Dingman:

Thank you for letting us know about future plans to improve the portion of Lake Drive near our church. We were glad to hear about it. There have been some very rough sections for many years in the proposed area.

We discussed your letter at our Church Council meeting last night and our only suggestion is not to create "curb-outs" as they are called. Many of our members have difficulty negotiating the intersection at Fulton and Packard and other areas in SE Grand Rapids because of the "curb-outs." We cross over the center line into on-coming traffic while making a right turn in order to avoid hitting the curb. Entering a side street with curb-outs is like diving into the neck of a bottle, especially when another car is in position to enter the intersection. We hope there are no plans for "curb-outs" at the Lake Drive and Packard intersection.

Thank you for the opportunity to have some input in the planning process.

Sincerely,


Daniel J. Gruenwald, Pastor

*The Anchor is a symbol of the hope that we have in Jesus Christ
"We have this as a sure and steadfast anchor of the soul." (Heb. 6:19)*

June 13, 2007

Comments on the 2008-2011 Transportation Improvement Program

Let me precede my comments with a few general observations:

1. Carbon dioxide is the one major environmental contaminant for which no study has ever found any indication of improvement as living standards rise. National Geographic
2. Carbon emissions must be reduced by 70% to stabilize the climate at its current degree of disruption. National Geographic
3. Current houses are twice the size of their 1950's counterparts and can only be built on suburban lots, guaranteeing that their occupants will be entirely car-dependent. Nat. Geo.
4. When man invented the bicycle, he reached the peak of his attainments. Here was a machine of precision and balance for the convenience of man. And (unlike subsequent inventions for man's convenience) the more he used it , the fitter his body became. Here, for once, was a product of man's brain that was entirely beneficial to those who used it, and of no harm or irritation to others. Progress should have stopped when man invented the bicycle. Elizabeth West

The 2008-2011 T.I.P. is crammed with facts and figures which justify the continued expansion and improvement of the road system. In fact a 36% increase in vehicle miles traveled is anticipated by the year 2035. In the 2008-2011 summary of projects on pages 57 and 58, no non-motorized projects are listed among the \$137,000,000 worth of projects. The plan states on page 115 that 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. Great sentiments, but scant action in sight.

On page 143 the section on Congestion Mitigation /Air Quality states that traditionally busses, intersections, and the Ozone Action Program are funded with this program. I agree with 1 and 3, but as far intersections and freeway ramps are concerned our traditions should be refocused. The Federal Highway Administration says that our traditions are self-inflicted and arbitrary. Non-motorized projects should have a high priority for the use of C.M.A.Q. funds.

On page 144 the section on funding sidewalks states that the current policy/practice is not to allow the use of federal funds to build sidewalks. Like our traditions, our policies/practices need revision. Federal funds are allowed to be used for sidewalks and should be considering the large number of people who do not have access to cars.

On page 145 the section dealing with enhancement funds states in a roundabout fashion that enhancement funds will be the main source of non motorized project money. There are two problems with this notion. First the funding levels are not consistent with the urgency of the problem. We have poor facilities for both bicycles and pedestrians, and many potential bicyclist do not ride because of safety issues. Secondly much of the funding is spent on landscaping and beautification projects associated with urban renewal. These projects do not usually tie in to existing or projected non motorized networks. They are not part of the "plan". Also many of the non motorized facilities are built by jurisdictions that unaware of or unconcerned with current engineering standards. As a result, substandard facilities are being built.

On page 138 there is a discussion of recommendations for high priority corridors. The facilities among other things must:

Be continuous

Provide connectivity

Serve major activity centers

Serve intermodal facilities

I assume that non motorized facilities must be rather low priority corridors because they are fragmented and they do not lead to all of the places that I would like to go. They are not safe or practical.

On page 128 you list Rail as an important element in your transportation plan, but on page 148 you say Rail....no recommendations are being made at this time. We need to connect the Pere Marquette passenger train to the Transit Center. We also should also build a high speed loading facility for piggy-back semi freight as well as sea-tainers to encourage the use of rail as a more efficient mode as rising fuel prices and carbon emission concerns lower the mode switch point trigger (in miles). The mode switch point trigger is currently about 600 miles.

Your 2008-2011 T.I.P. is heavily slanted toward the automobile and does not address global warming concerns in any significant way. Bold initiatives are required. Business as usual will worsen the problem. This plan is rearranging the deck chairs while Rome burns or something like that.

Norm Sevensma for the Rapid Wheelmen

Bicycle Club and the West Michigan Environmental Action Council