

Chapter V Project Selection

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

In an effort to clearly define and document the process by which projects are programmed into the TIP, staff at the GVMC outlined before the TIP Committee the three processes (local jurisdictions, MDOT and ITP) by which a project evolves from the preliminary stages to being programmed into a TIP (see appendix H). 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 new 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 I). Although this document has not been fully approved by the GVMC many of the policies and practices were used in the development of the FY2004 – 2006 TIP.

Staff applied these policies/practices to information gleaned from the Congestion Management (CMS) and Pavement Management (PaMS) Systems (see pages 13 & 14). 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 2006. These potential projects were collected by staff and a "pool" of projects was developed (see page 25). Using this approach, it can be assured that all of the projects programmed in the FY2004-2006 TIP will improve an identified transportation system deficiency.

On December 12th, the TIP Committee met and began the process of programming projects using as a guide the document, "Policies/Practices For Programming Projects", developed in the previous meetings. The result of that programming effort is reflected in the attached proposed FY2004-2006 Projects List. The list comprise all of the projects recommended (Local, ITP, and MDOT) by the Technical and Policy Committees for inclusion in the FY2004-2006 Transportation Improvement Program.

As part of the finalization of the TIP development process the FY2004 – 2006 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 X (pages 63-71) describes the analysis

that was done along with 9 table's showing the results of the analysis. Federal regulations require the TIP to be financially constrained by fiscal year. The STIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of these 6 tables (pages 44-50) 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.

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. Appendix J further explains how staff accomplished the task of Environmental Justice analysis.