

**Silver Line BRT**  
**Grand Rapids, Michigan**  
**Project Development**  
 (Based upon information received by FTA in December 2010)

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 9.8 Miles, 19 Stations
<b>Total Capital Cost (\$YOE):</b>	\$37.00 Million (Includes \$1.0 million in finance charges)
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$29.60 Million (80.0%)
<b>Annual Forecast Year Operating Cost:</b>	\$2.40 Million
<b>Opening Year Ridership Forecast (2013):</b>	7,200 Average Weekday Boardings 1,300 Daily New Riders
<b>Overall Project Rating:</b>	Medium
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	Medium

**Project Description:** The Interurban Transit Partnership (*The Rapid*) is proposing to implement bus rapid transit (BRT) along Division Avenue from the Grand Rapids central business district (CBD) to 60<sup>th</sup> Street/Division Avenue. The project includes real-time passenger information at stations, transit signal priority, off-board fare collection and the purchase of ten hybrid-fueled, low-floor branded vehicles. An existing bus maintenance facility would also be expanded to accommodate the BRT vehicles. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during weekday off-peak periods.

**Project Purpose:** Current auto travel times for US 131, which parallels Division Avenue, are unstable. High levels of congestion toward the CBD are recurring and exacerbated by breakdowns, accidents, weather incidents, or construction. *The Rapid's* existing local bus route on Division Avenue is the busiest non-university route in the system. Current transit travel times from 54<sup>th</sup> Street to Wealthy Street range between 25 and 30 minutes during peak periods. The BRT line would significantly reduce transit travel times during peak periods. Overall, the BRT line would improve transit travel times and reliability for both existing and new transit riders traveling from residential areas along Division Avenue to major employment and educational venues in the CBD.

**Project Development History, Status and Next Steps:** In January 2007, *The Rapid* completed an alternatives analysis. BRT was selected as the locally preferred alternative (LPA). The LPA was included in the region's financially-constrained long-range transportation plan in April 2007. FTA approved the project into project development as a Very Small Start in December 2007. An Environmental Assessment is scheduled for completion in January 2011. A Finding of No Significant Impact is anticipated in March 2011.

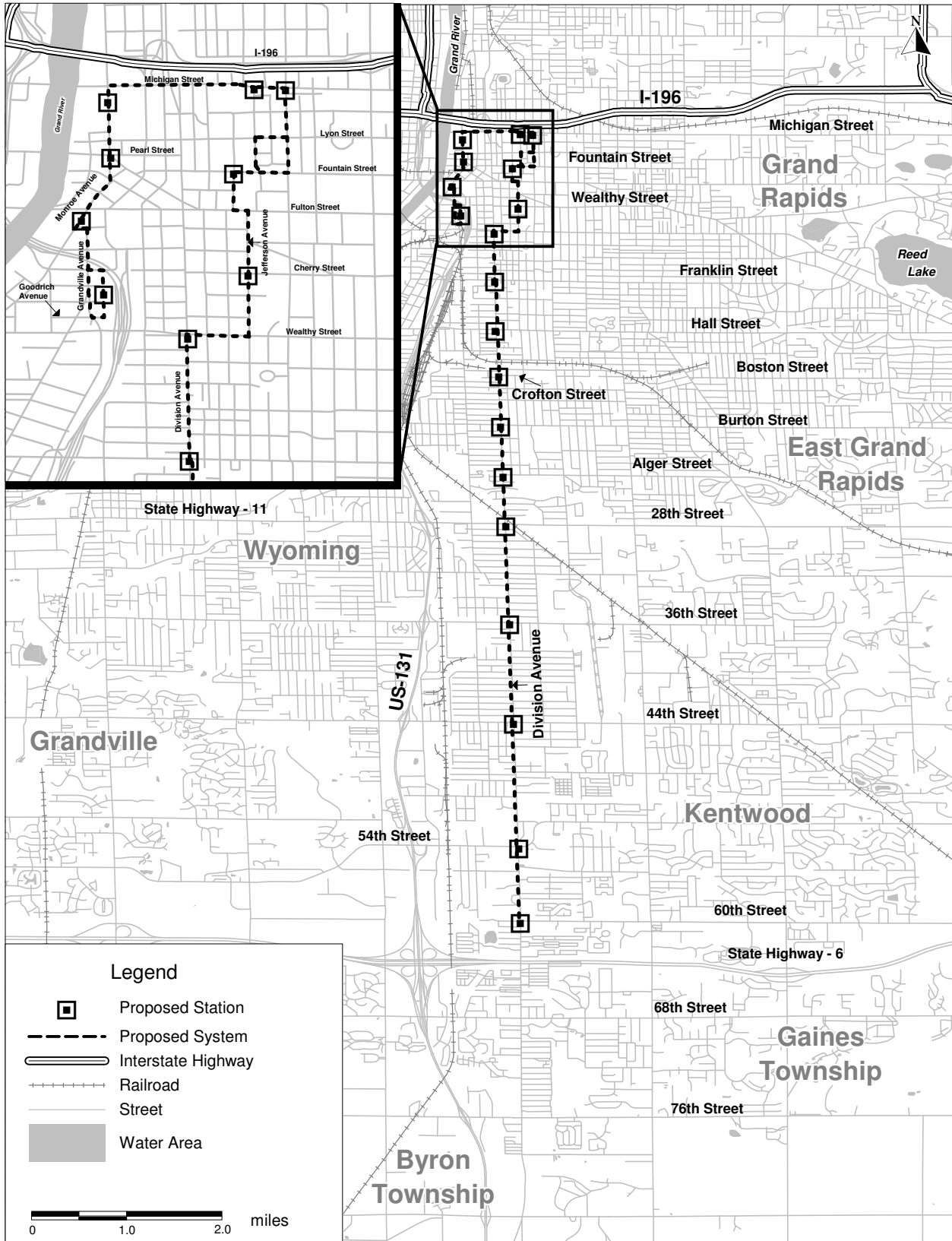
## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b> Section 5309 Small Starts	\$29.60	80.0%
<b>State:</b> Comprehensive Transportation Fund Appropriation	\$7.40	20.0%
<b>Total:</b>	<b>\$37.00</b>	100.0%







**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

# Division Avenue BRT

## Grand Rapids, Michigan



**Legend**

-  Proposed Station
-  Proposed System
-  Interstate Highway
-  Railroad
-  Street
-  Water Area

0 1.0 2.0 miles