

FY2023 - FY2026

TRANSPORTATION IMPROVEMENT PROGRAM

This report was produced by the West Michigan Metropolitan Transportation Planning Program (WestPlan) with the cooperation of the governments in Muskegon and Northern Ottawa Counties, the Michigan Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.



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WestPlan Policy Committee

Kim Arter, Chair, Supervisor, Laketon Township

Scott Blease, Vice-Chair, City of Ferrysburg

Erin Kuhn, Executive Director, WMSRDC

Project Staff:

Joel Fitzpatrick, Transportation Planning Director

Brian Mulnix, Program Manager

Amy Haack, Program Manager

Jamie Way, GIS Specialist

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CHAPTER 1: INTRODUCTION

Background

This document serves as the official Transportation Improvement Program (TIP) for the West Michigan Metropolitan Transportation Planning Program (WestPlan). The current boundary of the Metropolitan Planning Organization (MPO) is the entire County of Muskegon; the Cities of Grand Haven and Ferrysburg; the Villages of Spring Lake and Crockery, Grand Haven, Spring Lake, Robinson, and part of Port Sheldon Townships in Ottawa County. This document will cover the period from Fiscal Year 2023 through Fiscal Year 2026 (October 1, 2022, to September 30, 2026).

The TIP is developed in a cooperative effort between federal, state, and local officials and serves as the final link in the planning process. Its primary purpose is to identify programs and projects to be funded with federal aid, in accordance with federal law and the regulations of the Federal Highway Administration and the Federal Transit Administration during the next four-year period.

Projects are selected from the Long-Range Transportation Plan based on need, local initiative, and requirements of the federal government through the Infrastructure Investment and Jobs Act (IIJA). Other considerations for project selection include impact on air quality and availability of funds. The TIP is produced every three years and is amended on a regular basis as needed.

The development of the TIP facilitates the required "3-C" (Continuous, Comprehensive, and Cooperative) planning process. The TIP is a product of a *continuous* process on the part of local and state government to improve the regional transportation system. The TIP is *comprehensive* because it encompasses all modes of transportation. In addition, the TIP demonstrates a *cooperative* intergovernmental working relationship between local, state, and federal officials to mutually agree upon priorities and needs.

Two issues which have been receiving greater attention in the last few years are safety and security. Improvement to safety is one of the key criteria which is examined during the project selection process of WestPlan. In addition to road and transit projects that have safety components, WestPlan committees have approved several projects which are primarily safety related projects. Most notably these include various Safe Routes to School projects. Also, many of the non-motorized trail projects have key safety components.

WestPlan Area

Under IIJA, the WestPlan area Metropolitan Area Boundary (MAB) must cover at least the existing urban area and the contiguous area expected to become urban in the next twenty years. It is this boundary that establishes the area covered by the Transportation Improvement Program process.

WestPlan acted in 2003 to expand the urban area boundary, which now includes all the adjusted census boundary from the 2000 Census. 23 U.S.C. 101--Section 101(A) of Title 23 of the U.S. Code of Federal Regulations defines the urban area as an urban place of 5,000 or more in population including the urbanized area as defined by the Bureau of Census. The Code includes a provision that allows the states, in cooperation with local officials, to adjust and develop an urban area boundary that encircles the urbanized areas in a region. An urbanized area comprises one or more central places/cities, plus the adjacent densely settled surrounding territories (urban fringe), that together have a minimum of 50,000 persons. The urban fringe consists of a contiguous territory having a population of at least

1,000 persons per square mile. That boundary is established every ten years because of the decennial census. Urban area boundaries determine where transportation and mass transit funding may be spent. STP Rural funds can only be spent outside of the urban area; STP MPO funds are usually spent inside the urban area but may also be spent in the rural area.

The map displayed in **Figure 1** below depicts the WestPlan boundaries as described above.

Figure 1: WestPlan MPO Boundaries



CHAPTER 2: FINANCIAL ANALYSIS

Introduction

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state, and local).
2. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available).
3. Expected rate of change in available funding (unrelated to inflation).
4. Year of Expenditure (YOE) factor to adjust for predicted inflation.
5. Estimate of Operations and Maintenance (O and M) costs for the federal-aid highway system (FAHS).

Available Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is mostly due to increased fuel efficiency in conventionally powered vehicles, as well as a growing number of hybrid and fully electric vehicles that require little to no motor fuel.

There are several federal highway programs serving different purposes. Appendix A contains a list of these programs. Federal highway funds are apportioned to the states (*apportionment* means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local agencies within the WestPlan MPO receives approximately \$4.4 million in federal-aid highway funding each year including CMAQ funding. In addition, the Michigan Department of Transportation (MDOT) spends approximately \$3.4 million annually for capital needs on state-owned highways in the region (I-, US-, and M- roads). MDOT funding can fluctuate significantly depending on projects in the area on any given year.

Like the highway programs, there are several federal transit programs, the list of which can also be found in Table 5. Transit funds are distributed according to a complex set of distribution formulas.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. A series of laws enacted in November 2015 increased state funding for transportation. Michigan fuel taxes increased to 27.2 cents per gallon for both regular and diesel fuel.

Previously, the state motor fuel taxes were set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The current gross receipts to the MTF are approximately \$3.5 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$254 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I-, US-, and M-designated roads) and to counties, cities, and villages throughout the state.

Local funding is much more difficult to predict. There is a patchwork of transportation millages,

special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

Fiscal Constraint and Project Selection

The most important financial consideration when creating and/or maintaining a S/TIP is *fiscal constraint*. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are *not* the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2023-FY 2026 TIP.

In the WestPlan MPO Area, the 22-member Technical and Policy Committees are responsible for project selection and prioritization. These committees are comprised of local road agencies, MDOT, FHWA, (2) County Road Commissions, (2) County representatives, (2) Transit agencies, and representatives from rural and urban townships. The committees are provided with funding targets for the years covered by the TIP. This controls the amount of federal-aid highway funding programmed. The large public transit agencies are issued similar targets with the amount of federal-aid transit funding expected. The MPO committees have developed a system for determining which projects are selected for funding. Criteria can include pavement condition, traffic volumes, and number of years since last repair, and/or other factors. MDOT has a similar project selection process. Agencies throughout the state use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), whose duties are prescribed by state law. Transit agencies each select projects based on internal assessment of capital and operations needs.

Year of Expenditure (YOE)

When MDOT and MPO committees and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each MPO and agency has its own inflation factor(s), based on experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2023-FY 2026 TIP cycle, the WestPlan MPO has set the rate at four percent each year.

Summary: Resources available for capital needs on the federal-aid highway system

Table 1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the WestPlan MPO Area through fiscal years 2023 - 2026. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually about 20 percent of the cost of each project.

Table 1. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the WestPlan MPO Area (millions of dollars).

| 2023 | 2024 | 2025 | 2026 |
|--------|--------|--------|--------|
| \$3.32 | \$3.38 | \$3.44 | \$3.51 |

Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs, i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Information on Page 7 explains the method and assumptions used to formulate the estimate. **Table 2** contains a summary O and M cost estimates for roads on the federal-aid highway system in the WestPlan MPO area. These funds are not shown in the TIP because most highway operations and maintenance costs are not eligible for federal aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors.

Table 2. Forecast of Operations and Maintenance Costs on the Federal-Aid System in the WestPlan MPO Area (millions of dollars).

| 2023 | 2024 | 2025 | 2026 |
|-------|---------|---------|---------|
| \$9.8 | \$10.19 | \$10.60 | \$11.02 |

Summary: Resources available for capital needs of Public Transit Agencies

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within the WestPlan MPO area. Section 5307 funds are distributed to federally specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas under 100,000 population, the state can generally award funding at its discretion.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). See Appendix A for more information on federal transit resources.

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes funding to match federal aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

Local funding can come from fare box revenues, a community’s general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operation needs, depending on the program) for public transit agencies in the WestPlan MPO Area during fiscal years 2023 through 2026. Federal funding expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies in the WestPlan MPO Area is also included.

Table 3. Forecast of Resources Available for Public Transit Needs in the WestPlan MPO Area (millions of dollars).

| 2023 | 2024 | 2025 | 2026 |
|---------|---------|---------|---------|
| \$6.197 | \$1.811 | \$1.510 | \$1.539 |

Demonstration of Financial Constraint, FY 2023 through FY 2026

After determination of resources available for federal-aid highway and transit needs in the WestPlan MPO Area from FY 2023 through FY 2026, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2040 Regional Transportation Plan. The list must be adjusted to each year’s YOE factor and then fiscally constrained to available revenues. **Table 4** contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2023 through FY 2026 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 4. Demonstration of fiscal constraint, FY 2023 through FY 2026 TIP dollars.

| | 2023 | 2024 | 2025 | 2026 |
|--------------------|--------------|--------------|--------------|--------------|
| Highway Funding | \$19,627,654 | \$22,607,460 | \$33,738,482 | \$11,413,624 |
| Highway Programmed | \$19,045,970 | \$22,024,057 | \$33,160,903 | \$10,764,808 |
| Transit Funding | \$6,197,208 | \$1,810,985 | \$1,509,521 | \$1,538,627 |
| Transit Programmed | \$6,197,208 | \$1,810,985 | \$1,509,521 | \$1,538,627 |
| Total Funding | \$25,824,862 | \$24,418,445 | \$35,248,003 | \$12,952,251 |
| Total Programmed | \$25,243,624 | \$23,835,042 | \$34,672,424 | \$12,303,435 |
| Difference | \$581,238 | \$583,403 | \$575,579 | \$648,816 |

*Please see the Financial Constraint Table in Appendix F.

Included in **Table 5**, on the following pages, is a list of potential transportation funding sources.

Table 5. Financial Analysis - List of Available Federal-Aid Highway and Transit Resources¹

Highway Resources

| Source | Purpose | Examples of Eligible Activities |
|--|---|--|
| Surface Transportation Block Grant Program | Maintain and improve the federal-aid highway system. | Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; nonmotorized projects (including projects eligible under the former Transportation Alternatives Program; and bridge scour countermeasures. |
| Highway Safety Improvement Program (HSIP) | Decrease highway deaths and injuries. | Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro reflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan; roadside safety audits. |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Reduce emissions from transportation sources | Installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes. |
| National Highway Performance Program (NHPP) | Maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above). | Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and nonmotorized activities; and Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS. |
| National Highway Freight Program | Infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network. | Construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities. |

¹ Not intended to be an exhaustive list of all eligible activities.

Transit Resources

| Source | Purpose | Examples of Eligible Activities |
|--|--|---|
| Sec. 5307 Urbanized Area Formula Grants | Funding for basic transit capital needs of transit agencies in urbanized areas. | Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities. |
| Section 5310, Elderly and Persons with Disabilities | Improving mobility options for seniors and disabled persons. | Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program. |
| Section 5311, Non- Urbanized Area Formula Grants | Improving mobility options for residents of rural areas. | Capital, operating, and rural transit planning activities in areas under 50,000 population. |
| Section 5337, State of Good Repair Grants | Maintaining fixed-guideway transit systems in a state of good repair. | Capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received. |
| Section 5339, Bus, and Bus Facilities | Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities. | Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities. |

Financial Analysis – Financial and Operations and Maintenance Assumptions

Funding Growth Rates

These rates are not Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time.

The Infrastructure Investment and Jobs Act, Bi-Partisan Infrastructure Law was signed by President Biden, November 15, 2021. This historic legislation provides reauthorization for the Federal Aid Highway Program (FAHP) for FY 2022 – 2026 at funding levels 24% above FY 2021 funding and an additional \$112 million in bridge infrastructure and \$22 million in electric vehicle infrastructure annually for Michigan. Beyond the initial funding increase, IIJA includes annual 2% increases in federal aid and many new competitive grant programs. IIJA also includes two new core FAHPs, to support climate resiliency and reduce carbon emissions.

In keeping with the increases outlined in the IIJA Act, WestPlan is utilizing a two percent per year funding increase between FY 2023 and FY 2026.

Year of Expenditure (YOE) Rates

These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, that means that less work can be done per allocated dollar.

For previous TIP documents, MDOT, in cooperation with MTPA, would set standard YOE factors. Per communication with MDOT, WestPlan will be using a rate of 4% per year.

Estimate of Operations and Maintenance (O and M) Costs on the Federal-Aid Highway System

Repairs and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O and M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O and M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

The O and M estimate was derived in the following manner:

1. MDOT’s estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$600 million annually.
2. The total lane miles for the entire state trunkline system are determined and used as the denominator in the fraction $\$600 \text{ million} / \text{Total State Trunkline Lane Miles}$ to determine a per-lane-mile cost.

3. Approximately 1.6 percent of the lane miles in the state trunkline system are located in the WestPlan MPO Area.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$9.6 million annually in the WestPlan MPO Area on these activities.
5. The per-lane-mile cost will also be applied to locally owned roads on the federal-aid highway system.
6. The sum of costs from steps 4 and 5 will constitute the required O and M estimate.
7. This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the *cost* of O and M, not a particular funding *source*.

CHAPTER 3: PUBLIC INVOLVEMENT

WestPlan is committed to ensuring that citizen input will figure prominently throughout the planning processes and contribute to transportation problem identification through public comment periods, public meetings, open houses, and review of the draft document.

WestPlan, as the Metropolitan Planning Organization (MPO), is also federally required to explicitly set forth public participation policies. The standards for this process are found in Title 23 CFR 450.316 which requires that the public have reasonable opportunity to comment on transportation plans and programs. These policies are laid out in the Public Participation Plan in Transportation Decision Making, which can be found at [wmsrdc.org](https://wmsrdc.org/wp-content/uploads/2021/09/Public-Participation-Plan-Final.pdf) at <https://wmsrdc.org/wp-content/uploads/2021/09/Public-Participation-Plan-Final.pdf> and as an appendix to this document.

The Public Participation Plan for the Transportation Decision Making document describes the public participation goals and requirements for WestPlan, including specific details regarding the development of the Transportation Improvement Program (TIP). These guidelines were followed by WestPlan throughout the development of the 2023-2026 TIP. The update involved a variety of public outreach tools, including an update of the Public Participation Plan in Transportation Decision Making in November 2021, announcements on social media, direct emails, public meetings, and an open house.

Public Participation Mailing List

WestPlan maintains an extensive public participation emailing list that is used to provide information and notice to the public regarding transportation planning activities. The Interested Citizen/Agency list includes many representatives. The list of interested cities and agencies broken down by type includes businesses, chambers of commerce, community organizations (including non-profits, faith-based organizations, etc.), concerned citizens, educational organizations, elected officials, environmental organizations, government entities and organizations, media, organizations serving the disabled, organizations serving senior citizens, transportation related organizations, and tribal organizations. This list is continually maintained and updated regularly, and a partial list can be found in the Consultation Chapter of this document.

Public Participation Outreach

This TIP included a re-evaluation and update of the Public Participation Plan with input sought from the Technical and Policy Committees. Staff worked closely with the MPO representative from the MDOT to incorporate suggested updates to the plan, reviewed past public participation practices used by WestPlan and also reviewed plans written and followed by other Michigan MPOs to understand which worked well and discover new practices which could improve WestPlan's efforts. The updated Public Participation Plan in Transportation Decision Making was approved by the WestPlan Policy Committee in November 2021 after a 45-day public comment period regarding the Public Participation Plan was conducted and concluded. All comments made during the public review period were incorporated into the plan prior to WestPlan Policy Committee approval.

To provide the public with fast, easy access to all things related to the TIP update, staff continued to maintain the wmsrdc.org website throughout the planning process. This included posting announcements for all public participation opportunities, the Public Participation Plan, air quality conformity analysis documents, other relevant background information, past planning documents, and MPO Technical and Policy Committee meeting materials. The WMSRDC website also hosts

streamlined menus, simple navigation, interactive project related mapping, and other information 24 hours a day. The WMSRDC website can be found at wmsrdc.org. More specifically it includes the mapping of all TIP projects, LRP projects, links to transportation related documents, contact information, etc.

In late March 2022, the draft 2023-2026 TIP project list, developed by the Technical and Policy Committees, was posted at wmsrdc.org along with a two-page description of the TIP process including contact information, etc. An email including the same information was distributed to the Interested Citizen/Agency list. Press releases were sent to local media and notices were posted on social media.

Once the draft TIP document, environmental justice, and project list was complete, a 14-day public comment period was held from May 10, 2022, through May 24, 2022. Notices of the public comment period were posted at wmsrdc.org on May 10, 2022, and sent to all on the Interested Citizen/Agency List. Announcements were also made on social media. Throughout the 14-day public comment period, the draft document was made available for the public to view upon request to the WMSRDC at every local unit of government, the Muskegon and Ottawa County Road Commissions, the Muskegon Area Transit System, Harbor Transit System, MDOT offices, as well as at wmsrdc.org. In addition, a hard copy of the Draft 2023-2026 TIP was available at the WMSRDC office with staff available to respond directly to any public questions or concerns.

On May 17, 2022, an open house regarding the draft 2023-2026 TIP was held at the WMSRDC office. The draft 2023-2026 TIP Project List, Environmental Justice, Environmental Mitigation Analysis results, and the complete draft of the 2023-2026 TIP were available at this meeting, as well as a staff PowerPoint presentation.

The open house was held from 1:00 p.m. to 2:30 p.m. at the WMSRDC office. The WMSRDC office is located in an ADA accessible building, which is located along fixed-route bus service lines to increase ease of access. An announcement of the open house was sent to the Interested Citizen/Agency List on May 10, 2022. The announcement included information on how to access the document and other related materials. Concurrent with the meeting announcement mailing, the meeting information, methods for making public comment, and a draft plan were posted at wmsrdc.org. A copy of that announcement appears at the end of this chapter. Six people attended the open house. Much discussion took place on the topic of public transportation and the bascule bridge construction project over the Grand River. Other comments included stressing maintenance of roads should be priority over new roads, project coordinating with other infrastructure assets should be priority, how was COVID transportation funding distributed, etc.

In addition to the public meetings, opportunities for public comment are available at monthly Technical Committee, Policy Committee, and WMSRDC board meetings. Agendas and minutes for these meetings are regularly posted on the wmsrdc.org website. No written public comments were received during the project list phase or during the official public comment period.

All documents, events, and public comment opportunities were published at wmsrdc.org throughout the TIP development process and were also made public through press releases to local media. Additionally, to provide ample time for staff to incorporate comments received, WestPlan Policy Committee approval is not anticipated until June 15, 2022, which is several weeks after the close of the public comment period.

Conclusion

Throughout the 2023-2026 TIP development, all pertinent public participation information was taken to the WestPlan Technical and Policy Committees for their review and consideration. This committee review aided staff during the process, helping to make decisions regarding the plan along the way.

All comments received were reviewed and incorporated into the TIP when and where appropriate. Specifically, all written public comments are recorded at the end of this chapter. An evaluation of the 2023-2026 TIP public participation efforts will be made through the Public Participation Plan process to identify areas of success and areas that can be improved upon for future development.

Written Public Comment

No written public comments were received.

CHAPTER 4: ENVIRONMENTAL JUSTICE

The projects in this plan must meet the principles of Executive Order 12898 relating to environmental justice (EJ). Specifically, the plan must identify and address any disproportionately high and adverse human health or environmental effects of its programs and policies on both minority populations and low-income populations.

The process undertaken in analyzing that the principles of Executive Order 12898 included mapping the areas of impoverished and minority population concentrations. These concentrations were overlaid with the FY 2023 - 2026 TIP projects and subjected to a visual analysis of potential impacts.

Analysis of potential impacts center on three potential major areas of concern:

1. Disproportionally high adverse impact to impoverished and minority areas
2. Minimizing/blocking access of low-income areas and minority areas to the transportation system
3. Neglect of the transportation system in low-income areas and minority areas.

This analysis looked at all TIP projects within the WestPlan MPO. (**Figure 2**)

Identification of Minority Groups Utilizing 2020 Census Data

Minority population groups identified in this study included individuals who self-identified as being part of a minority racial or ethnic group in the 2020 U.S. Census. These figures were taken from initial 2020 Census-Profile of General Population and Housing Characteristics. For this analysis, individuals belonging to a minority group were grouped into one category: minority. These aforementioned groups include individuals who self-identified as:

Race (Not Hispanic or Latino)

- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Other Pacific Islander
- Some other Race

Hispanic or Latino (Of Any Race)

- Cuban
- Mexican
- Puerto Rican
- South or Central America
- Other Spanish culture or origin

In past analysis, concentrations of minority or impoverished communities were determined as a ratio of the local communities' population known as the Location Quotient. With the completion of the 2020 Census, these areas will be defined by population counts and percentages of the total population.

Analysis

Analysis of potential impacts center on three potential major areas of concern:

1. Disproportionately high adverse impact to low-income areas and minority areas
2. Minimizing/blocking access of low-income areas and minority areas to the transportation system
3. Neglect of the transportation system in low-income areas and minority areas.

Disproportionately high adverse impact to low-income areas

Of the identified projects contained in the WestPlan FY2023 - 2026 TIP, 12 of the 40 non-transit projects are contained in or near the low-income areas, as shown in **Figure 3**. After reviewing these projects there will be minimal negative impacts from noise, right of way acquisition, or pollution. None of the projects involve right-of-way acquisition and most involve either reconstruction or resurfacing of existing roads. An analysis of each individual project has determined that there are no disproportionately high adverse impacts to those low-income areas that are immediately affected by these TIP projects.

Neglect of the transportation system in low-income areas:

As previously stated, 12 of the 40 non-transit projects (30%) are contained in or near the low-income areas. The percentage of projects within low-income areas shows that there is no neglect of the transportation system in the low-income areas.

Also, an analysis of the areas covered by transit was overlain with the identified low-income areas. This analysis shows that all the identified low-income areas are covered by the existing transit coverage areas. (**Figure 4**)

Minimizing/blocking access of low-income areas to the transportation system:

Minimizing access can be characterized as closing of streets or closing of interchanges to access other portions of the transportation network, including access to transit routes. The proposed improvements have no permanent closures of any kind proposed as part of that project. Therefore, it has been determined that there is no blockage of access to the transportation system or no loss of mobility resulting from implementation of the FY2023 - 2026 TIP projects. It has also been determined that these projects will not affect access for low-income areas to transit facilities. All projects contained within the EJ analysis area are within one-half mile of a transit route.

Disproportionately high adverse impact to minority areas

Of the 40 non-transit projects contained in the FY2023 - 2026 TIP, at least portions of nine (9) projects are contained within the minority areas. The projects in these areas will have little to no impact on adjacent neighborhoods in terms of noise, right-of-way takings, or pollution. An analysis of each individual project, shown in **Figure 5**, has determined that there are no disproportionately high adverse impacts to those minority areas that are immediately affected by these TIP projects.

Neglect of the transportation system in minority areas:

As previously stated, there are 9 non transit projects located in minority areas. This equates to 23% of the non-transit projects in the FY2023-2026 TIP. After analysis, it has been determined that there is no neglect of the transportation system in minority areas. Also, an analysis of the areas covered by transit was overlain with the identified minority areas. This analysis shows that all the identified low-income areas are covered by the existing transit coverage areas. **(Figure 6)**

Minimizing/blocking access of minority areas to the transportation system:

Minimizing access can be characterized as closing of streets or closing of interchanges to access other portions of the transportation network, including access to transit routes. The proposed improvements have no permanent closures of any kind proposed as part of that project. Therefore, it has been determined that there is no blockage of access to the transportation system or no loss of mobility resulting from implementation of the FY2023 - 2026 TIP projects.

Transit Projects

Of the 42 transit projects in the FY2023 - 2026 TIP, 24 projects operate at least partially in areas of low income **(Figure 7)**. In addition, 24 of these projects operate in minority areas also **(Figure 8)**. None of these projects will have adverse impacts to low-income areas or minority areas, nor will they block access to the transportation system.

Conclusions

In conclusion, this analysis finds that the proposed roadway and transit projects do not result in violations of Executive Order 12898. Furthermore, to supplement the analysis done here, WestPlan's continuing public participation process undertaken during the design of the WestPlan FY2023-2026 TIP made a concerted effort to reach out to traditionally disadvantaged populations to ascertain the potential effects and or impacts of the proposed projects.

Figure 2: WestPlan MPO



Figure 3: Road Projects and Low Income Areas

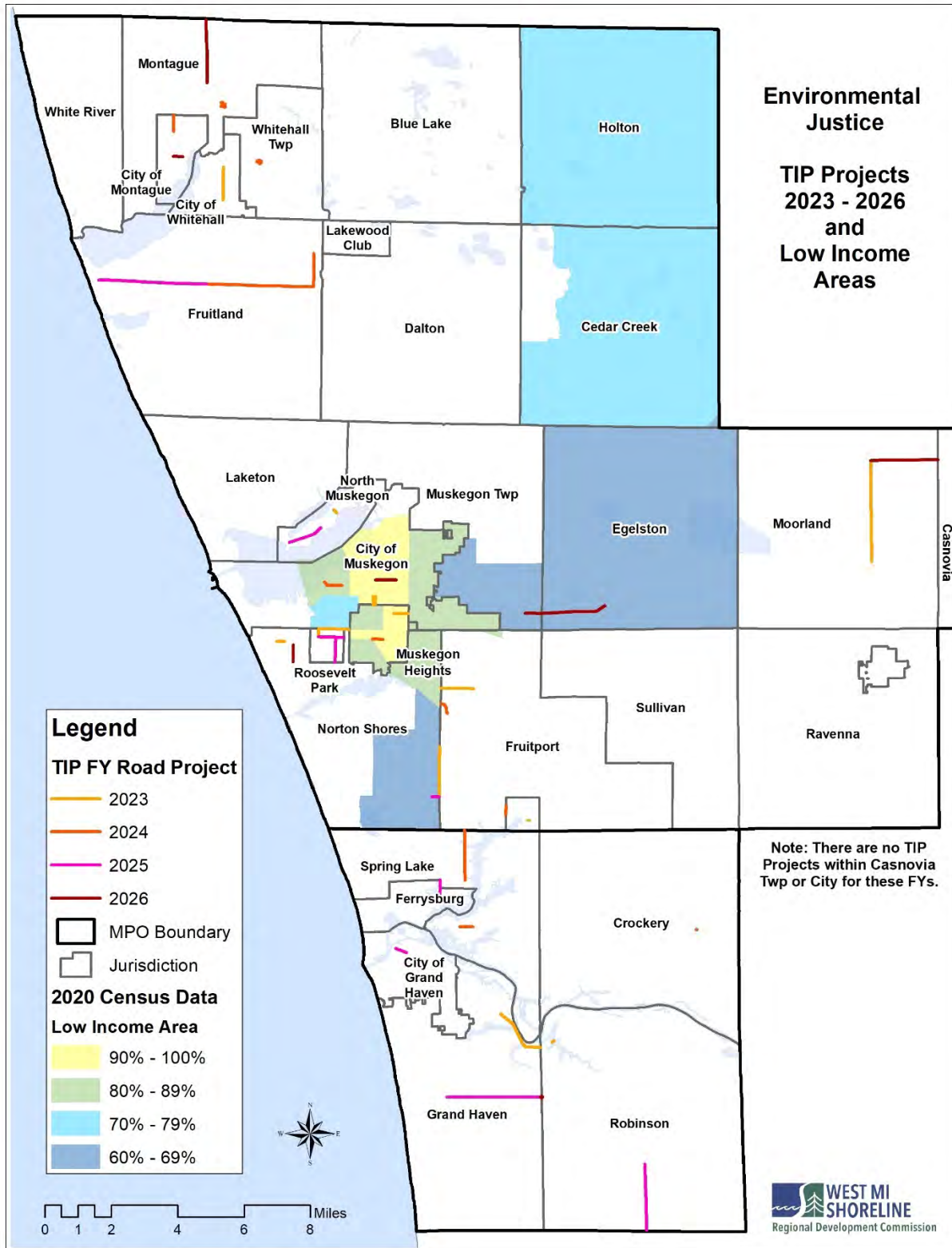


Figure 4: Transit Service Areas and Low Income Areas

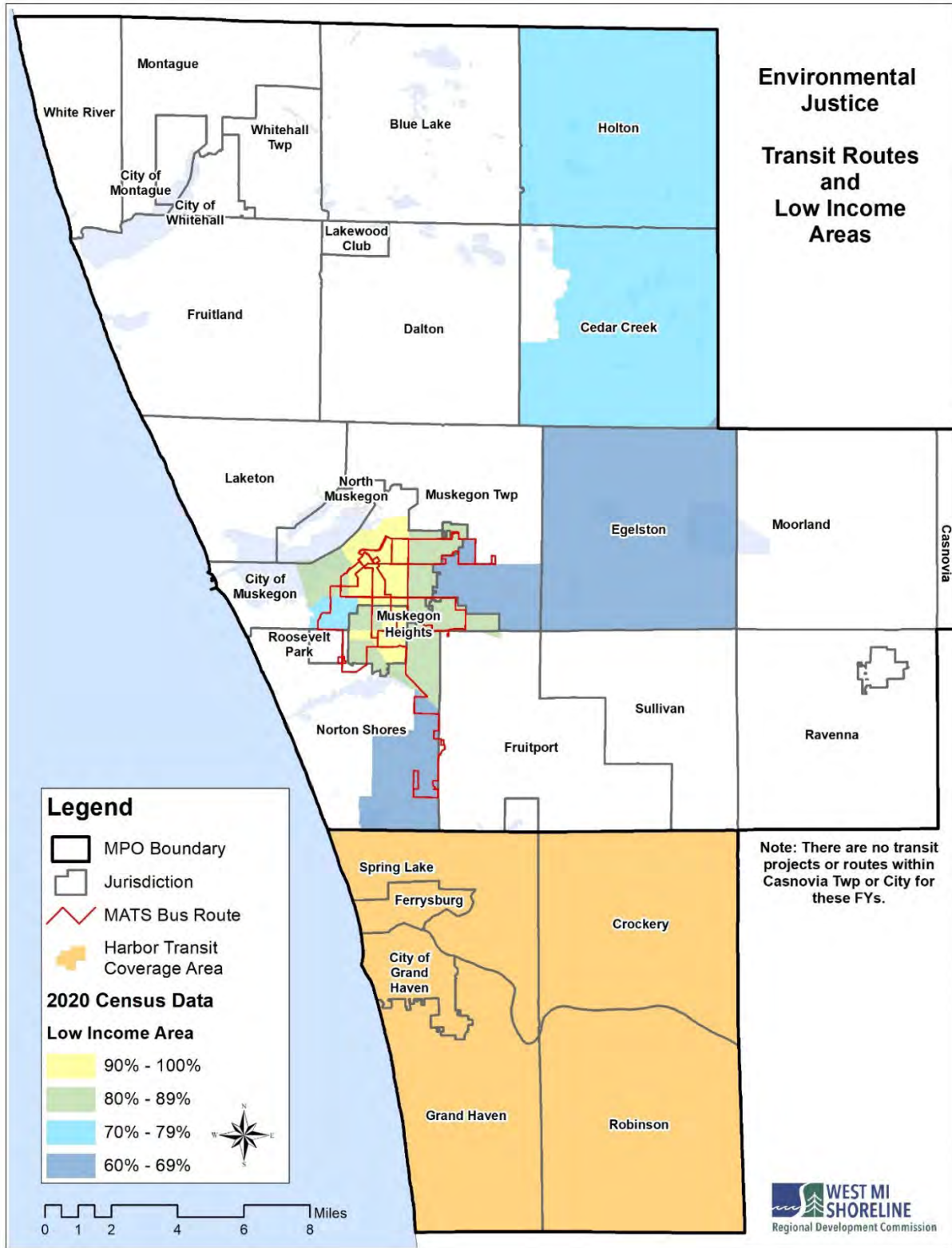


Figure 5: Road Projects and Minority Areas

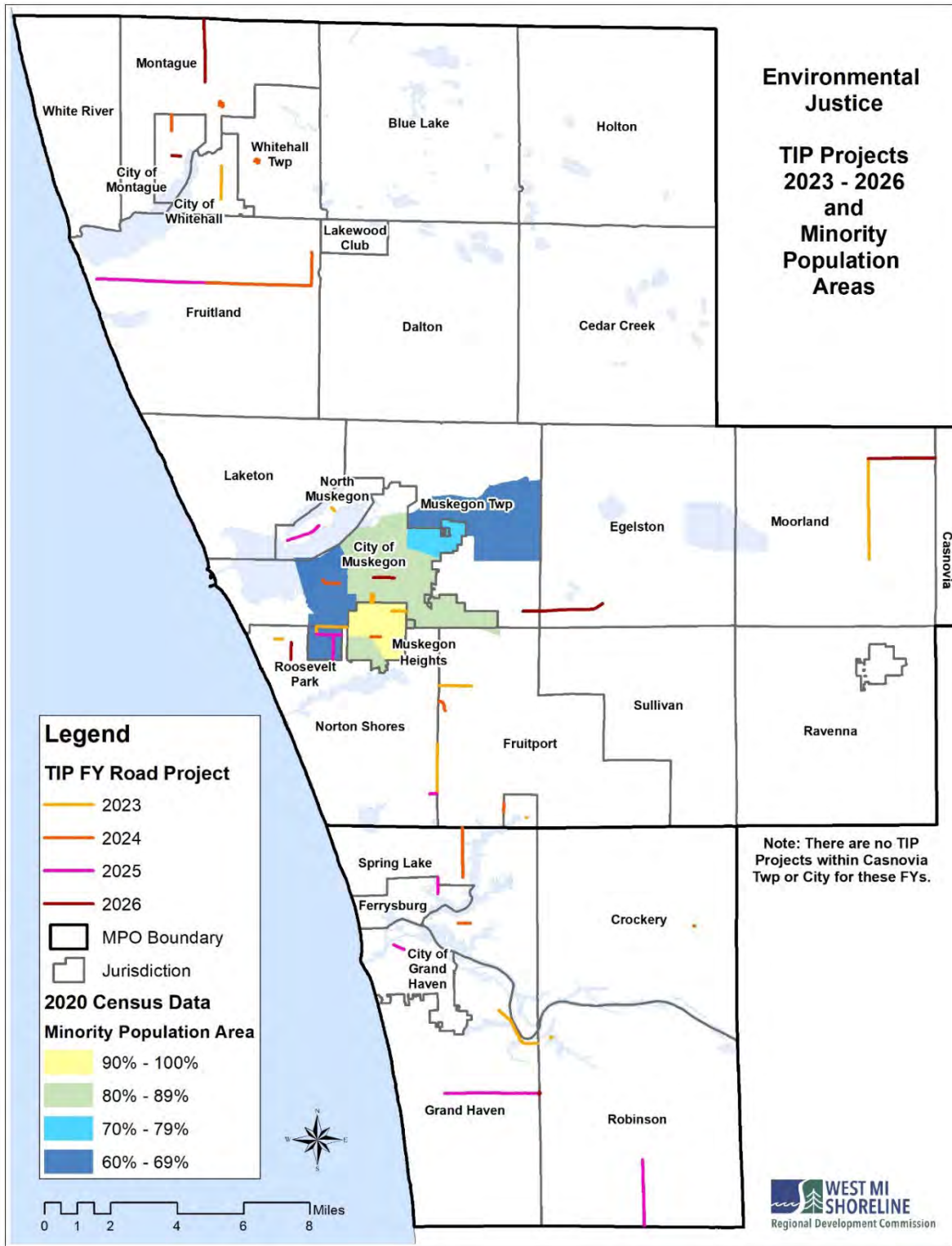


Figure 6: Transit Routes and Minority Areas

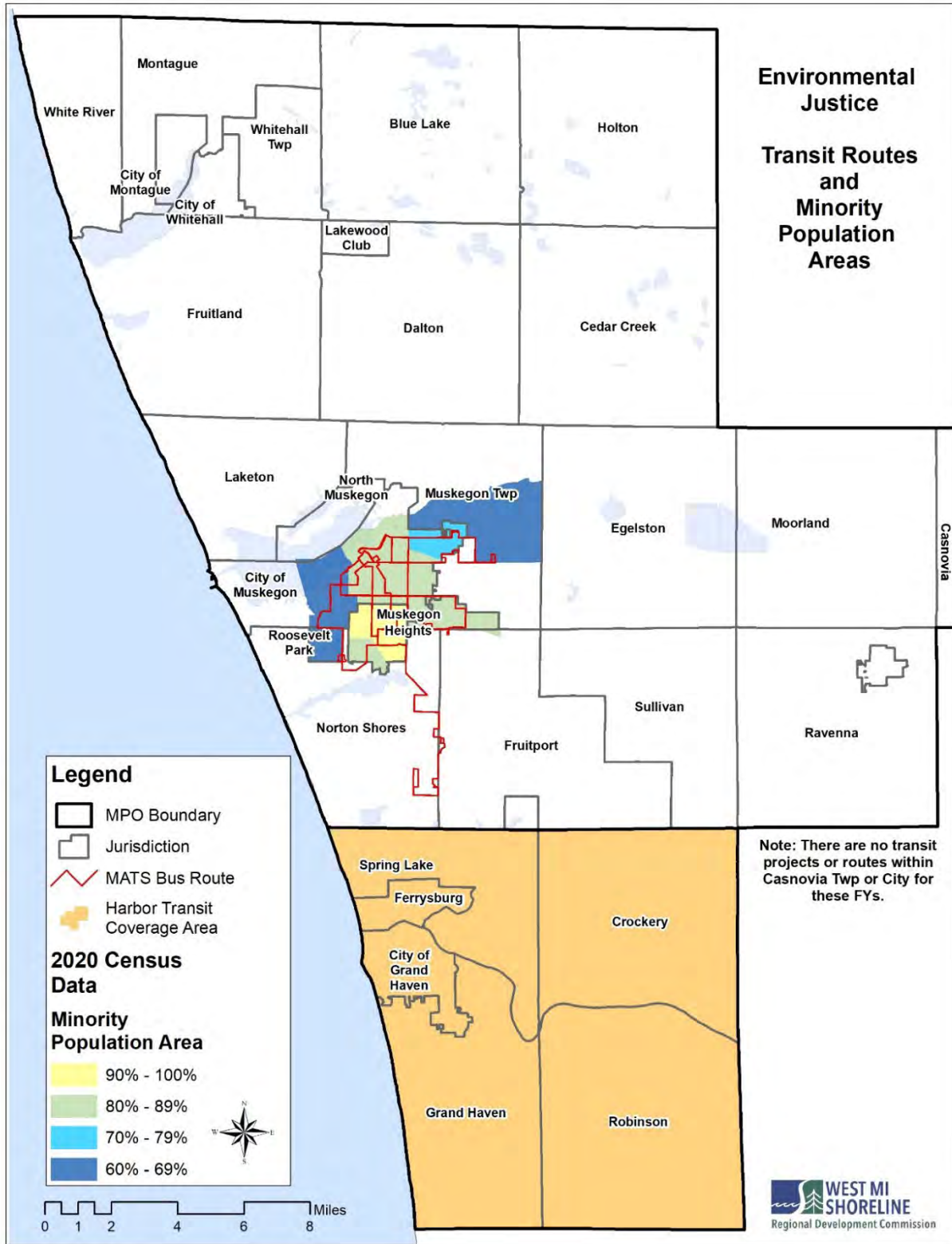


Figure 7: Transit Projects and Low Income Areas

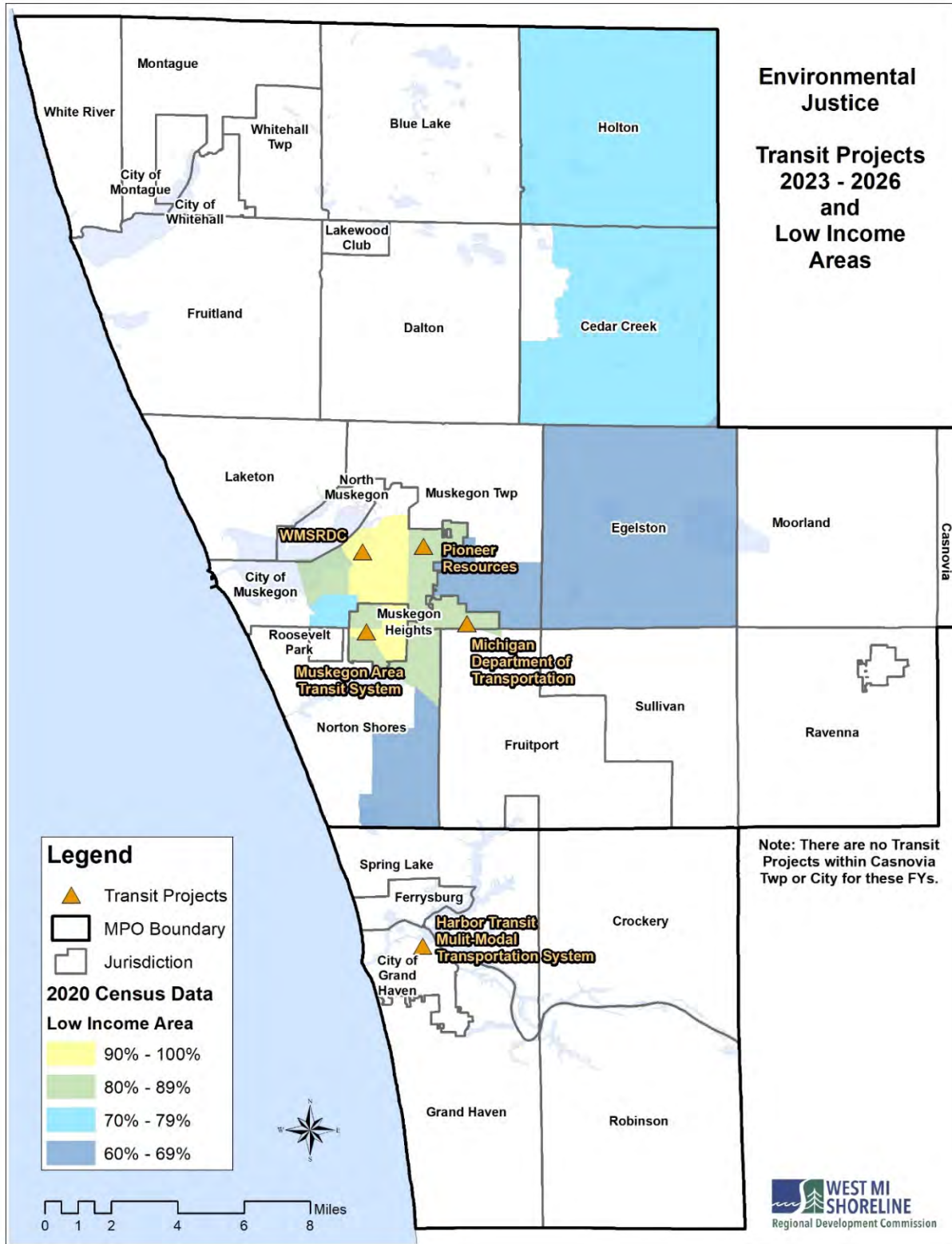


Figure 8: Transit Projects and Minority Areas

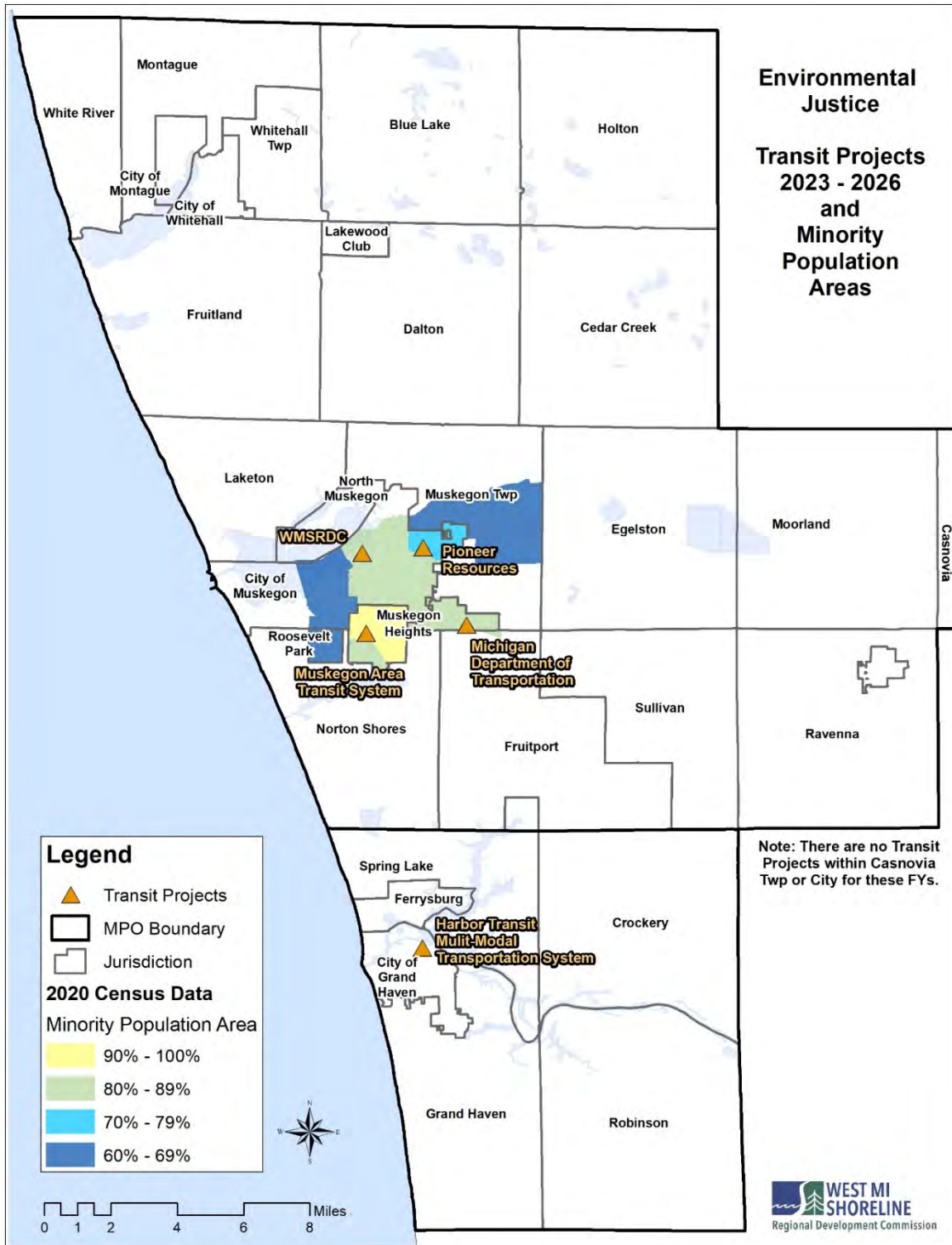


Table 6: FY 2023-2026 Transportation Improvement Road Projects Environmental Justice

| Fiscal Year | Job# | County | Responsible Agency | Project Name | Limits | Project Description | Low Income | Minority |
|-------------|--------|----------|--------------------|-------------------|--|---|------------|----------|
| 2023 | 205398 | Ottawa | Ottawa County | Mercury Dr | 144th Ave to Comstock Street | HMA Mill and resurface | No | No |
| 2023 | 205401 | Muskegon | Roosevelt Park | Glenside Blvd | 62' S of Sherman to 18' S of RR tracks | Reconstruct | Yes | Yes |
| 2023 | 205415 | Muskegon | Muskegon | Sherman Blvd | Glenside Blvd to Seaway Drive | Reconstruction | Yes | Yes |
| 2023 | 205418 | Muskegon | Muskegon County | Shettler Rd | US-31 to Sheridan Road | Reconstruct | Yes | No |
| 2023 | 205427 | Muskegon | Muskegon Heights | Hackley Ave | Manz Street to Getty Street | Mill and fill | Yes | Yes |
| 2023 | 205428 | Muskegon | Whitehall | Warner St | Slocum Street to Benston Road | Road rehabilitation | No | No |
| 2023 | 205429 | Muskegon | Muskegon | Sanford/Peck St | Keating Avenue to Laketon Avenue | Reconstruct | Yes | Yes |
| 2023 | 205907 | Muskegon | Muskegon County | Ravenna Rd | Apple Ave to Bailey Road | Crush and shape and asphalt resurfacing | No | No |
| 2023 | 212255 | Muskegon | Fruitport | Bridge Street | Str #7696 over Norris Creek | Bridge Capital Preventative Maintenance | No | No |
| 2023 | 212256 | Ottawa | Ottawa County | Green Street | Str #8831 over Stearns Bayou | Bridge Capital Preventative Maintenance | No | No |
| 2023 | 213745 | Muskegon | Norton Shores | Harvey St | At Pontoluna Road & at Sternberg Rd | Signal Backplates | Yes | No |
| 2023 | 214126 | Muskegon | North Muskegon | Fleming St | Ruddiman Dr to Moulton Ave | Curb & gutter, sidewalk ramps, remove bump out | No | No |
| 2023 | 214665 | Muskegon | Norton Shores | Lincoln St | West of Leon St | High Friction Surface Treatment | No | No |
| 2024 | 213638 | Muskegon | Fruitport | 8th St | Park Street to Beech Street | Construct non-motorized path on east side of street | No | No |
| 2024 | 213938 | Muskegon | Spring Lake | E Exchange St | Elm Street to Lake Avenue | Resurface | No | No |
| 2024 | 214287 | Muskegon | Montague | Cook St | Stanton Blvd. to Eilers Rd. | Crush and shape with improved storm drainage | No | No |
| 2024 | 214572 | Muskegon | Muskegon County | Michillinda Rd | Whitehall Rd to Zellar Rd | Crush and Shape and Asphalt resurface | No | No |
| 2024 | 214578 | Muskegon | Muskegon County | Whitehall Rd | Michilinda to Lakewood Rd | Milling and One Course Overlay | No | No |
| 2024 | 214704 | Ottawa | Ottawa County | Cleveland St | Str #8849 over the Crockery Creek Trib | Bride Replacement | No | No |
| 2024 | 215196 | Muskegon | Muskegon Heights | Broadway Ave | Hoyt to Sanford | Resurface | Yes | Yes |
| 2024 | 215556 | Muskegon | Muskegon | Southern Ave | Lakeshore to Division | Reconstruct | Yes | Yes |
| 2024 | 215559 | Muskegon | Muskegon County | Airline Rd | Hile Road to US-31 NB Overpass | Reconstruct | Yes | No |
| 2024 | 215561 | Ottawa | Ottawa County | W Spring Lake Rd | Multiple Locations | Resurface | No | No |
| 2025 | 214151 | Muskegon | Roosevelt Park | Broadway Ave | Along Broadway from Glenside 2000' E | Construct non-motorized pathway | No | Yes |
| 2025 | 214247 | Muskegon | Norton Shores | US-31 N/Pontaluna | Harvey/Pontaluna | Traffic Signal upgrade | Yes | No |
| 2025 | 214367 | Muskegon | Muskegon County | Michillinda Rd | Zellar to Scenic | One Course Asphalt Overlay | No | No |
| 2025 | 214856 | Ottawa | Ottawa County | 120th Ave | Fillmore to M45 | Milling and Two Course Asphalt Overlay | No | No |

| Fiscal Year | Job# | County | Responsible Agency | Project Name | Limits | Project Description | Low Income | Minority |
|--------------------|-------------|---------------|---------------------------|---------------------|--|---|-------------------|-----------------|
| 2025 | 215671 | Ottawa | Ferrysburg | 168th Ave | W Spring Lake Rd to VanWagoner Rd | Reconstruct | No | No |
| 2025 | 215674 | | Grand Haven | Fulton Ave | N 1st Street to N 5th Street | Reconstruct | No | No |
| 2025 | 215731 | Muskegon | North Muskegon | Ruddiman Dr | Linderman Blvd to Bear Lake Bridge | Resurface | No | No |
| 2025 | 215735 | Muskegon | Roosevelt Park | Maple Grove Rd | 40' S of Broadway CL to 69' N of Norton CL | Resurface | No | Yes |
| 2025 | 215738 | Ottawa | Ottawa County | Lincoln St | US-31 to 144th Avenue | Resurface | No | No |
| 2026 | 214048 | Ottawa | Ottawa County | Lincoln St | Intersection of Lincoln and 144th Street | Construct roundabout | No | No |
| 2026 | 214303 | Muskegon | Muskegon County | Whitehall Rd | Fruitvale Road to Skeels Road | Cold mill existing road surface. | No | No |
| 2026 | 214369 | Muskegon | Muskegon County | Bailey Rd | Ravenna Rd to Squires Rd | Crush and Shape and Asphalt Resurfacing | No | No |
| 2026 | 215733 | Muskegon | Muskegon | Irwin Ave | Peck Street to Nims Ave | Reconstruct | Yes | Yes |
| 2026 | 215759 | Muskegon | Montague | Wilcox St | Old Channel Trail to Cook Street | Reconstruct | No | No |
| 2026 | 215761 | Muskegon | Muskegon County | Evanston Ave | Mill Iron to Wolf Lake Road | Resurface | Yes | No |
| 2026 | 215762 | Muskegon | Norton Shores | McCracken St | Norton Avenue to Boneville Drive | Reconstruct | No | No |

Table 7: FY 2023-2026 TIP Transit Projects – Environmental Justice

| FY 2023 - 2026 Transit Projects | | | | | | | | |
|---------------------------------|--------|----------|--|-------------------|-----------------------------|---|------------|---------------|
| Fiscal Year | Job# | County | Responsible Agency | Project Name | Limits | Project Description | Low Income | Minority Area |
| 2023 | 205205 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Harbor Transit Service Area | FY 2023 Outreach and marketing | No | No |
| 2023 | 205207 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Harbor Transit Service Area | Bus Replacement FY 2023 | No | No |
| 2023 | 205212 | Muskegon | MATS | 6th St | MATS Service Area | Heavy duty replacement bus | Yes | Yes |
| 2023 | 205213 | Muskegon | MATS | 6th St | MATS Service Area | Heavy duty replacement bus FY 2023 #1 | Yes | Yes |
| 2023 | 206761 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | 440 N Ferry Street | Purchase one replacement bus | No | No |
| 2023 | 206934 | Muskegon | Pioneer Resources | Wesley Ave | 601 Terrace, Suite 100 | Replacement buses, six medium duty with lifts | Yes | Yes |
| 2023 | 206949 | Muskegon | Pioneer Resources | Wesley Ave | 601 Terrace, Suite 100 | New freedom | Yes | Yes |
| 2023 | 206963 | Muskegon | Pioneer Resources | Wesley Ave | 601 Terrace, Suite 100 | JARC | Yes | Yes |
| 2023 | 206979 | Muskegon | Pioneer Resources | Wesley Ave | 601 Terrace, Suite 100 | Regional Mobility management | Yes | Yes |
| 2023 | 207044 | Muskegon | MATS | 6th St | 2624 Sixth Street | Operating assistance for delivery of transit and paratransit services | Yes | Yes |
| 2023 | 207049 | Muskegon | MATS | 6th St | 2624 Sixth Street | operating assistance for the delivery of non-urban transit services | Yes | Yes |
| 2023 | 207051 | Muskegon | MATS | 6th St | 2624 Sixth Street | Support equipment | Yes | Yes |
| 2023 | 207061 | Muskegon | MATS | 6th St | 2624 Sixth Street | Mobility management | Yes | Yes |
| 2023 | 207063 | Muskegon | MATS | 6th St | 2624 Sixth Street | Support equipment and one bus | Yes | Yes |
| 2023 | 207079 | Muskegon | Goodwill Industries of West Michigan | M-46 | 271 East Apple Avenue | Bus Replacement and Bus Purchase | Yes | Yes |
| 2023 | 207682 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operating | Areawide | Operating assistance | No | No |
| 2023 | 215757 | Muskegon | MATS | Transit Capital | MATS Service Area | FY23 Carbon Reduction Flex Heavy Duty Bus Replacement #1 | Yes | Yes |
| 2024 | 214096 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Location to be determined | FY24 CMAQ 5307 Flex Construct new transit facility | No | No |
| 2024 | 214097 | Muskegon | MATS | Transit Capital | Areawide | FY 2024 - CMAQ 5307 Transit outreach and marketing | Yes | Yes |
| 2024 | 215479 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | FY 2025 -SECTION 5307 TRANSIT CAPITAL - <30 ft replacement bus | No | No |
| 2024 | 215509 | Muskegon | Pioneer Resources | Transit Operating | Areawide | FY2024 5311- JARC Operating | Yes | Yes |
| 2024 | 215541 | Muskegon | Pioneer Resources | Transit Operating | Areawide | FY2024 5310 New Freedom | Yes | Yes |
| 2024 | 215553 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide | FY 2024 5307 <30 FOOT REPLACEMENT BUS | No | No |
| 2024 | 215567 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operating | Areawide | FY 2024 5307 Operating CTF Urbanized Formula | No | No |

FY 2023 - 2026 Transit Projects

| Fiscal Year | Job# | County | Responsible Agency | Project Name | Limits | Project Description | Low Income | Minority Area |
|--------------------|-------------|---------------|--|---------------------|---------------|--|-------------------|----------------------|
| 2024 | 215575 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide | FY 2024 5339 - Capital - <30 ft replacement bus | No | No |
| 2025 | 214102 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | FY25 CMAQ 5307 Construct new transit facility | No | No |
| 2025 | 214313 | Muskegon | MATS | Transit Capital | Areawide | FY 2025 - CMAQ and 5307 Transit outreach and marketing | Yes | Yes |
| 2025 | 214606 | Muskegon | Pioneer Resources | Transit Operating | Areawide | FY2025 5310 New Freedom | Yes | Yes |
| 2025 | 215512 | Muskegon | Pioneer Resources | Transit Operating | Areawide | FY2025-5311 JARC Operating | Yes | Yes |
| 2025 | 215579 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide | FY 2025 5307 <30 ft expansion bus | No | No |
| 2025 | 215581 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide | FY 2025 5307 CTF Urbanized Forumula | No | No |
| 2025 | 215584 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | FY 2025 5339 <30 ft replacement bus | No | No |
| 2025 | 215742 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | FY25 Carbon Reduction Flex New facility | No | No |
| 2025 | 215767 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | FY25 Carbon Reduction Flex New transit facility | No | No |
| 2026 | 214053 | Muskegon | MATS | Transit Capital | Areawide | FY 26 5307 CMAQ Outreach and Marketing | Yes | Yes |
| 2026 | 214301 | Muskegon | MATS | Transit Capital | Areawide | FY2026 CMAQ 5307 Heavy Duty bus replacement | Yes | Yes |
| 2026 | 215543 | Muskegon | Pioneer Resources | Transit Operating | Areawide | FY2026 5310 New Freedom | Yes | Yes |
| 2026 | 215544 | Muskegon | Pioneer Resources | Transit Operating | Areawide | FY2026 5311 - JARC Operating | Yes | Yes |
| 2026 | 215586 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operating | Areawide | FY 2026 5307 Operating CTF Urbanized Formula | No | No |
| 2026 | 215588 | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | FY 2026 5339 <30 ft replacement bus | No | No |
| 2026 | 215589 | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide | FY 2026 CTF Urbanized Formula | No | No |
| 2026 | 215768 | Muskegon | MATS | Transit Capital | Areawide | FY25 CMAQ 5307 Heavy Duty Bus Replacement 35' Bus | Yes | Yes |

CHAPTER 5: 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 service transportation providers

The overarching goal of this process is to eliminate or minimize conflicts with other agencies' plans, programs, or policies as they relate to the Transportation Improvement Program planning process. By consulting with agencies such as tribal organizations or land use management agencies during the development of the TIP, these groups can compare the TIP project list and map with other natural or historic resource inventories. WestPlan will also be able to compare the draft TIP to any documents received and make adjustments as necessary to achieve greater compatibility.

The consultation process that WestPlan undertook is based on recommendations from the Federal Highway Administration and the Michigan Department of Transportation.

Consultation Agency List

The organizations from the Interested Citizens/Agencies list that WestPlan maintains for transportation public participation was used as a starting point for the consultation process, as this list encompasses many of the types of agencies and contacts targeted for this process. The Consultation List is as follows:

| Contact Agency |
|--------------------------------------|
| 211 Muskegon |
| AgeWell Services |
| American Cancer Society |
| Baker College |
| Blue Lake Township |
| Bureau of Services for Blind Persons |
| Cedar Creek Township |

| |
|---|
| City of Ferrysburg |
| City of Grand Haven |
| City of Montague |
| City of Muskegon |
| City of Muskegon Heights |
| City of North Muskegon |
| City of Norton Shores |
| City of Roosevelt Park |
| City of Whitehall |
| Consumers Energy |
| Crockery Township |
| Dalton Township/Twin Lake Library |
| Disability Network of West Michigan |
| Egelston Township |
| Egelston Township Library |
| Environmental Protection Agency-Reg 5 |
| Fish and Wildlife Service |
| Fruitland Township |
| Fruitport Charter Township |
| Fruitport District Library |
| Goodwill Industries of West Michigan |
| Grand Haven Charter Township |
| Grand Haven Dept. of Public Works |
| Grand Haven Memorial Airpark |
| Grand Haven Tribune |
| Hackley Public Library |
| Harbor Transit |
| Health West |
| Holton Branch Library |
| Holton Township |
| Laketon Township |
| Little River Band of Ottawa Indians |
| Loutit District Library |
| MDOT-Grand Region |
| MDOT-Muskegon Transportation Service Center |
| MIBIZ |
| Michigan Department of Community Health |
| Michigan Department of Natural Resources |
| Mlive |
| Montague City Library |
| Montague Township |

| |
|--|
| MSU Extension |
| Muskegon Area Chamber of Commerce |
| Muskegon Area District Library |
| Muskegon Area First |
| Muskegon Area ISD |
| Muskegon Area Transit System |
| Muskegon Charter Township |
| Muskegon Chronicle |
| Muskegon Community College |
| Muskegon Community College Library |
| Muskegon Conservation District |
| Muskegon County |
| Muskegon County Cooperating Churches |
| Muskegon County Environmental Coordinating Council |
| Muskegon County Health Department |
| Muskegon County Road Commission |
| Muskegon Heights Library |
| Muskegon Innovation Hub - GVSU |
| Muskegon NAACP |
| Muskegon Township Library |
| National Trust for Historic Preservation |
| Newaygo County Road Commission |
| North Muskegon Walker Memorial Library |
| Norton Lakeshore Examiner |
| Norton Shores Branch Library |
| Ottawa Conservation District Office |
| Pioneer Resources |
| Prein & Neuhoff |
| Ravenna Independent News |
| Ravenna Library |
| Ravenna Township |
| Robinson Township |
| Spring Lake District Library |
| Spring Lake Township |
| Sullivan Township |
| The ARC |
| The Chamber of Grand Haven, Spring Lake & Ferrysburg |
| Times Indicator |
| U.S. Department of Interior Fish & Wildlife Services |
| U.S. Environmental Protection Agency - Region 5 |

| |
|--|
| U.S. Fish & Wildlife Service |
| Village of Casnovia |
| Village of Fruitport |
| Village of Lakewood Club |
| Village of Ravenna |
| Village of Spring Lake |
| WBLV |
| West Michigan Clean Air Coalition |
| West MI Lakeshore Assoc. of Realtors |
| West Michigan Environmental Action Council |
| White Lake Beacon, Inc. |
| White River Township |
| WMKG-TV40 |
| WSHZ |

For those agencies targeted for consultation, a process of notification and information was undertaken. The following materials were sent to the consulted agencies on March 31, 2022: 1) an email with an attached document explaining the TIP development process; 2) the role of WestPlan; 3) directions on how to provide input on the planning process and the TIP project list, as well as how to contact WestPlan staff; and 4) the 2023-2026 TIP Projects list.

Consultation Email to Consultation Agencies



New Transportation Improvement Program Under Development

The Metropolitan Planning Organization (MPO) for the Muskegon and northern Ottawa County area is in the process of developing a new four-year document for the programming and implementation of transportation projects in the area. The document is called the Transportation Improvement Program or TIP for short. In order for any of the state or local agencies, including transit, to receive federal funding for a transportation project, it must be included in this TIP document.

The projects considered for the document are submitted and selected by MPO committee members. These projects include proposed improvements to the major transportation infrastructure of the area for the next four fiscal years. In addition, general road, safety, maintenance, transit and non-motorized projects are all considered.

MPO representatives from eligible agencies meet to discuss possible projects and their relationship to each other. Opportunities for collaborating, combining, or complementing each other's projects are explored as well. The funding for future improvements is very limited, so coordination is important. **Local road projects, Michigan Department of Transportation projects, and transit operating and capital projects currently being proposed in the MPO for the 2023-2026 TIP are listed at www.wmsrdc.org.**

Public comment is encouraged at each phase in the development of the new TIP document. Please contact us for further details or speak directly to the responsible road agency in your area.

The purpose of this document is to provide the public with information regarding the activities of the Muskegon and northern Ottawa County Metropolitan Planning Organization (MPO). The public is encouraged to contact Joel Fitzpatrick, Transportation Planning Director at (231) 722-7878 ext. 160 or jfitzpatrick@wmsrdc.org concerning transportation issues in the MPO area.

Schedule of Development of the 2023-2026 TIP

The process for developing a new Transportation Improvement Program (TIP) extends over many months. After preparing a preliminary project list for the four-year program, the MPO requests public comment on the proposed list. The list of projects also undergo an assessment related to air quality impacts for ozone. A portion of Muskegon County is a non-attainment area for exceeding the national air quality standard for ozone. The TIP is also required to be financially constrained.

In addition, the MPO reviews the project list to see if there will be any disproportionate impacts on areas of the community which are designated as “environmental justice” areas. These are areas where there are higher than average percentages of persons who are considered low income or traditionally underserved, such as minority communities. Once all of the reviews are complete, an updated final project list and all supplemental materials are compiled into a draft final TIP document. In May 2022, this document will be available for public review and comment.

In June 2022, it is expected that the MPO Committees (the Technical and the Policy Committees) will formally act on adopting a finalized new Transportation Improvement Program for 2023 to 2026. As noted above, comments are solicited throughout the process and there will be an opportunity at the June 15, 2022 Policy Committee meeting for final comments on the TIP before action is taken by the Policy Committee.

Following action by the Policy Committee in June the new TIP will be submitted to the Michigan Department of Transportation (MDOT) and the federal funding agencies for their review and approval. This process takes several months. Once approved, the FY 2023-2026 TIP is scheduled to be effective as of October 1, 2022 (which is the start of the 2023 fiscal year).

Maintaining the 2023-2026 TIP After It is Adopted

The process for maintaining the new Transportation Improvement Program is ongoing. The document is fully updated every two to three years, but changes occur between updates. Projects can change, be removed, and/or new projects added. Certain categories of federal funding are awarded on an annual basis. In order for the funds to be spent, the projects selected for those funds need to be added to the existing TIP. All of these types of changes are done through an “amendment” process. The amendment process requires a re-evaluation of financial soundness (called fiscal constraint), a double check of environmental justice issues, and a review of air quality impacts. The amendment process incorporates public involvement as well. Amendment details are posted at <https://wmsrde.org/program/transportation/>.

FISCAL YEAR 2023 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECT LIST

| Year | Comp | Transportation Area | Project Name | Location | Priority/Block Type | Project Description | Fed/State/Local | Match/Other | Local/State/Local | Fed/State/Local/Match/Other |
|------|-------|---------------------|--------------|-------------|---------------------|---------------------|-----------------|-------------|-------------------|-----------------------------|
| 2023 | Trans | Trans | Project A | Location A | Priority A | Description A | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project B | Location B | Priority B | Description B | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project C | Location C | Priority C | Description C | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project D | Location D | Priority D | Description D | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project E | Location E | Priority E | Description E | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project F | Location F | Priority F | Description F | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project G | Location G | Priority G | Description G | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project H | Location H | Priority H | Description H | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project I | Location I | Priority I | Description I | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project J | Location J | Priority J | Description J | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project K | Location K | Priority K | Description K | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project L | Location L | Priority L | Description L | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project M | Location M | Priority M | Description M | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project N | Location N | Priority N | Description N | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project O | Location O | Priority O | Description O | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project P | Location P | Priority P | Description P | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project Q | Location Q | Priority Q | Description Q | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project R | Location R | Priority R | Description R | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project S | Location S | Priority S | Description S | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project T | Location T | Priority T | Description T | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project U | Location U | Priority U | Description U | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project V | Location V | Priority V | Description V | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project W | Location W | Priority W | Description W | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project X | Location X | Priority X | Description X | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project Y | Location Y | Priority Y | Description Y | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project Z | Location Z | Priority Z | Description Z | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AA | Location AA | Priority AA | Description AA | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AB | Location AB | Priority AB | Description AB | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project AC | Location AC | Priority AC | Description AC | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project AD | Location AD | Priority AD | Description AD | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AE | Location AE | Priority AE | Description AE | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AF | Location AF | Priority AF | Description AF | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project AG | Location AG | Priority AG | Description AG | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project AH | Location AH | Priority AH | Description AH | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AI | Location AI | Priority AI | Description AI | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AJ | Location AJ | Priority AJ | Description AJ | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project AK | Location AK | Priority AK | Description AK | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project AL | Location AL | Priority AL | Description AL | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AM | Location AM | Priority AM | Description AM | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AN | Location AN | Priority AN | Description AN | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project AO | Location AO | Priority AO | Description AO | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project AP | Location AP | Priority AP | Description AP | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AQ | Location AQ | Priority AQ | Description AQ | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AR | Location AR | Priority AR | Description AR | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project AS | Location AS | Priority AS | Description AS | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project AT | Location AT | Priority AT | Description AT | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AU | Location AU | Priority AU | Description AU | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AV | Location AV | Priority AV | Description AV | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project AW | Location AW | Priority AW | Description AW | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project AX | Location AX | Priority AX | Description AX | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project AY | Location AY | Priority AY | Description AY | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project AZ | Location AZ | Priority AZ | Description AZ | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project BA | Location BA | Priority BA | Description BA | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project BB | Location BB | Priority BB | Description BB | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project BC | Location BC | Priority BC | Description BC | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project BD | Location BD | Priority BD | Description BD | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project BE | Location BE | Priority BE | Description BE | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project BF | Location BF | Priority BF | Description BF | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project BG | Location BG | Priority BG | Description BG | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project BH | Location BH | Priority BH | Description BH | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project BI | Location BI | Priority BI | Description BI | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project BJ | Location BJ | Priority BJ | Description BJ | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project BK | Location BK | Priority BK | Description BK | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project BL | Location BL | Priority BL | Description BL | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project BM | Location BM | Priority BM | Description BM | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project BN | Location BN | Priority BN | Description BN | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project BO | Location BO | Priority BO | Description BO | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project BP | Location BP | Priority BP | Description BP | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project BQ | Location BQ | Priority BQ | Description BQ | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project BR | Location BR | Priority BR | Description BR | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project BS | Location BS | Priority BS | Description BS | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project BT | Location BT | Priority BT | Description BT | 40% | 60% | 0% | 100% |
| 2023 | Trans | Trans | Project BU | Location BU | Priority BU | Description BU | 100% | 0% | 0% | 100% |
| 2024 | Trans | Trans | Project BV | Location BV | Priority BV | Description BV | 80% | 20% | 0% | 100% |
| 2025 | Trans | Trans | Project BV | Location BV | Priority BV | Description BV | 60% | 40% | 0% | 100% |
| 2026 | Trans | Trans | Project BV | Location BV | Priority BV | Description BV | 40% | 60% | 0% | 100% |

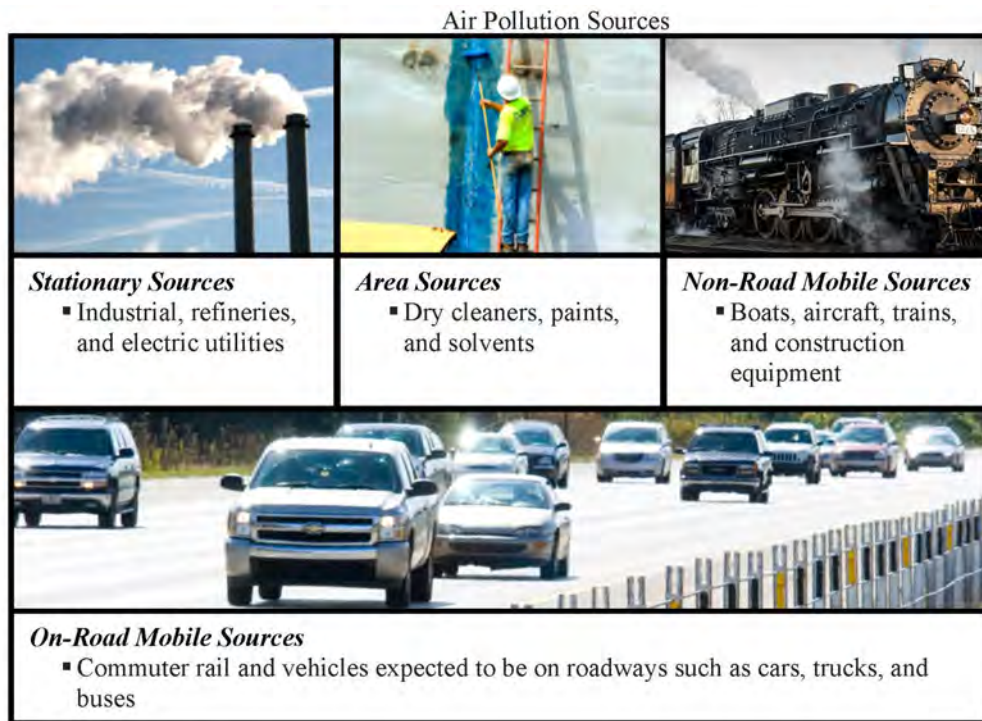
CHAPTER 6: AIR QUALITY CONFORMITY

The Clean Air Act (CAA) was established to improve air quality, protect public health, and to protect the environment. The CAA has been amended over the years, most significantly in the 1990s. The CAA requires the U.S. Environmental Protection Agency (USEPA) to set, review, and periodically revise the National Ambient Air Quality Standards (NAAQS). There are six NAAQS pollutants:

- Ozone (O₃)
- Nitrogen dioxide (NO₂)
- Carbon monoxide (CO)
- Lead (Pb)
- Sulfur dioxide (SO₂)
- Particulate matter (PM), is subdivided into particulate sizes:
 - Less than 10 micrometers in diameter (PM₁₀)
 - Less than 2.5 micrometers in diameter (PM_{2.5})

Generators of air pollution are classified into four main types: stationary sources, area sources, non-road mobile sources, and on-road mobile sources. Examples of generators by source category are shown in **Figure 8**.

Figure 8: Air Pollution Sources



Pictures MDOT Photography Unit

The CAA links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan’s State Implementation Plan (SIP) which includes the state’s plans for attaining or maintaining the NAAQS. The primary transportation planning tools are the metropolitan Long Range Transportation Plan (LRTP) and, at both the metropolitan and state level, the Transportation Improvement Program (TIP). Transportation conformity ensures that federal funding and approvals are given to highway and transit activities that are consistent with the SIP and these activities will not affect Michigan’s ability to achieve the NAAQS.



Transportation activities that are subject to conformity are LRTPs, TIPs, and all non-exempt federal projects that receive Federal Highway or Federal Transit Administration funding or approval. The conformity process ensures emissions from implementing LRTPs, TIPs, and Statewide Transportation Improvement Plan (STIP) projects are within acceptable levels specified within the SIP and meet the goals of the SIP.

Transportation conformity only applies to emissions from on-road sources for the following transportation related pollutants:

- Ozone
- Particulate matter (particulate sizes 2.5 and 10)
- Nitrogen dioxide
- Carbon monoxide

In addition to emissions that are directly emitted from vehicles, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants which contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NOx) and volatile organic compounds (VOC) react with sunlight. **Table 8** shows the transportation pollutants and their associated precursors. Pollutants can be directly emitted or only formed due to precursors. Not all precursors are required to be analyzed for a pollutant; it depends on what is causing the pollutant to form in an area.

Table 8: Transportation Pollutants and Precursor Emissions

| Transportation Pollutant | Direct Emissions | Precursor Emissions | | | |
|-----------------------------------|------------------|---------------------|----------------------------|---------|----------------|
| | | Nitrogen Oxides | Volatile Organic Compounds | Ammonia | Sulfur Dioxide |
| Ozone | | X | X | | |
| Particulate Matter _{2.5} | X | X | X | | |
| Particulate Matter ₁₀ | X | X | X | X | X |
| Nitrogen Dioxide | | X | | | |
| Carbon Monoxide | X | | | | |

The Michigan Department of Environmental Great Lakes and Energy (EGLE) uses monitors throughout the state to measure pollutant levels to determine if concentrations exceed the NAAQS. When a new NAAQS is established, an area is classified as either:

- attainment (under the standard)
- nonattainment (area has more pollutant than allowed)
- unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; conformity requirements are the same as for an attainment area)

Once a nonattainment area can demonstrate attainment of the standard, the area can be re-designated to attainment and is considered a maintenance area. Transportation conformity is required for nonattainment or maintenance areas. Maintenance areas are required to do conformity for 20 years.

Transportation conformity requires Metropolitan Planning Organizations (MPOs) make a determination that the LRTP, TIP, and projects conform to the SIP based on the findings of a regional emissions analysis. The determination affirms that regional emissions will not negatively impact the region’s ability to meet the NAAQS. Conformity has a two-step approval process. First, the MPOs must make a formal conformity determination through a resolution that the findings of a conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the USEPA, issues a concurrence with the determination.

Statewide Air Quality Conformity Information:

Michigan areas designated as nonattainment for the 2015 ozone NAAQS (2015 ozone Standard) are shown in Figure 2. These areas are the seven counties that create the Southeast Michigan Council of Governments (SEMCOG) MPO, Berrien County, a portion of Allegan

County, and a portion of Muskegon County. The SEMCOG counties are also a maintenance area for the 2006 24-hour particulate matter 2.5 NAAQS. Designations are shown in **Figure 9**.

In February 2019, the Federal Highway Administration, complying with the court's decision in *South Coast Air Quality Management District v .U.S. EPA*, started requiring areas in the country to conduct conformity that were both maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone standard was revoked. These areas are not considered traditional maintenance areas because the 1997 ozone standard was revoked, but they must fulfill the obligation to conduct conformity until the end of their maintenance plans. These areas are considered a Limited Orphan Maintenance Area or Orphan Maintenance Area, and this impacted 15 counties in Michigan. Areas doing conformity for the 2015 ozone NAAQS are satisfying the requirement for the 1997 ozone NAAQS.

Many of Michigan's nonattainment, maintenance, or conformity areas have geographic boundaries that include both MPO areas and rural areas (non-MPO). Having projects in both areas requires conformity to be joint between MPO TIP (urban) and the STIP (rural). The Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) reviewed the projects in the 2023-2026 S/TIPs to determine if a new conformity analysis was required. **Table 9** indicates each area's previous conformity determination and if a new analysis or report is needed for the new 2023-2026 S/TIPs. MITC- IAWG consultation documentation is included in each MPO's TIP. For greater details on a specific MPO, consult that MPO's TIP.

MITC- IAWG consultation documentation for the WestPlan MPO is included at the end of this chapter and summarized below.

Transportation Conformity Analysis for Muskegon County portion of WestPlan MPO:

Part of Muskegon County is a nonattainment area for the 2015 ozone NAAQS and the whole county is a conformity area for the 1997 ozone NAAQS. The larger conformity is used as the analysis area for both standards, and hereafter referred to as the Muskegon County nonattainment area. The MPO within the boundary is part of the West Michigan Metropolitan Transportation Planning Program (WestPlan).

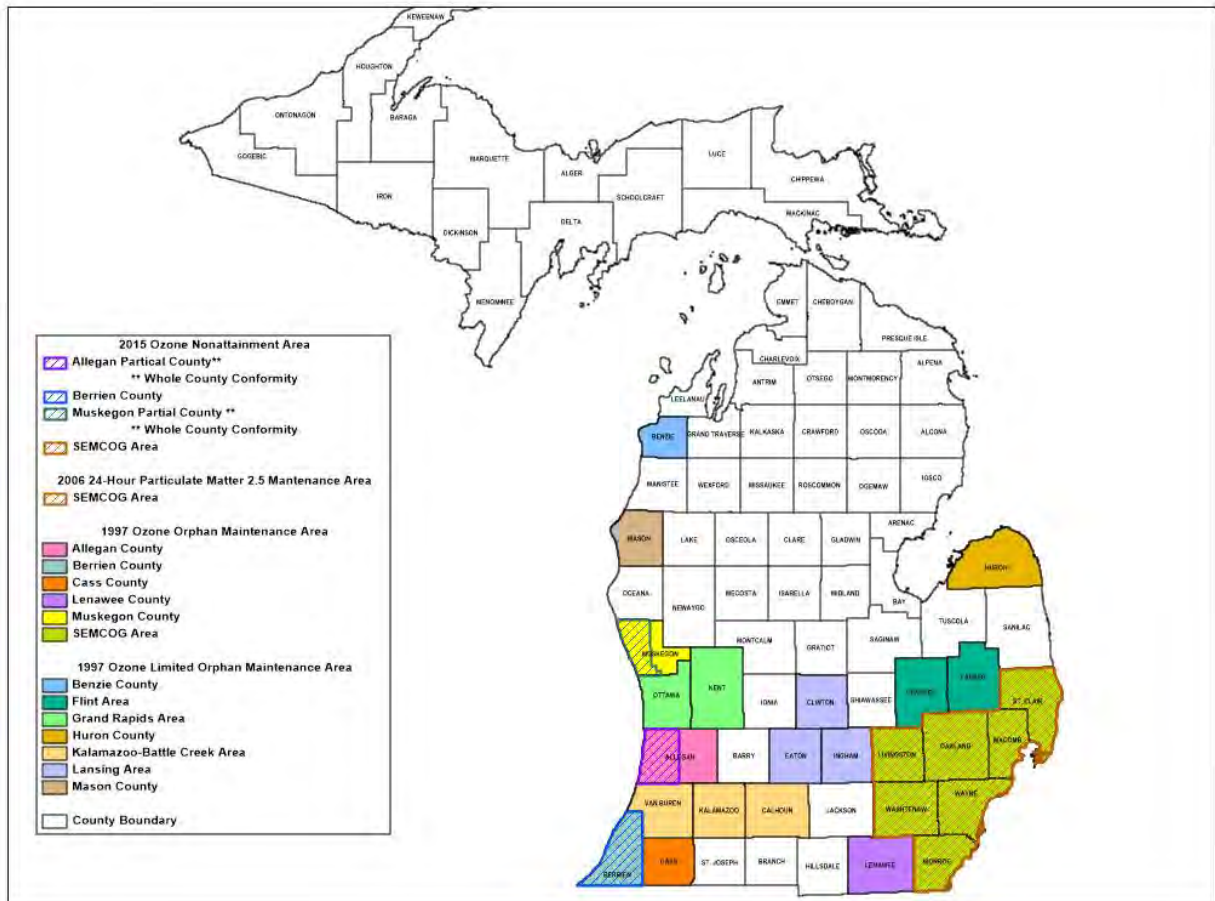
The staff of the WestPlan found that the LRTP, and the 2023-2026 TIP all conform to the SIP for the 2015 and 1997 ozone standards based on the results of the Air Quality Conformity Analysis for Muskegon County, MI Nonattainment Area document dated May 2022. This conformity analysis report makes the determination that Muskegon County portion of the MPO's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations. The conformity analysis document was subject to a public comment period from May 10-24, 2022 and is pending review and approval by FHWA regarding determination. MITC- IAWG consultation documentation for the WestPlan MPO included in the appendices.

Transportation Conformity Determination for Ottawa County portion of WestPlan MPO:

The Air Quality Conformity Determination Report for the Grand Rapids, Michigan Limited Orphan Maintenance Area (LOMA) consists of two counties: Kent and Ottawa. Within the boundary is the MPO of Grand Valley Metro Council (GVMC), parts of the West Michigan Metropolitan Transportation Planning Program (WestPlan), and Macatawa Area Coordinating Council (MACC), as well as the rural projects contained in the State Transportation Improvement Program (STIP).

The Grand Rapids LOMA for the 1997 ozone NAAQS can demonstrate regional conformity without an emission analysis. Transportation conformity can be demonstrated by showing the other requirements are met. The MITC-IAWG group discussed the projects and of those that were preliminarily thought to be non-exempt, determined all but one was exempt. The rural STIP projects in Ottawa County were discussed and the group agreed all projects were exempt. A formal public comment period for this draft conformity report was held from May 2 to May 16, 2022, for GVMC and from May 10 to 24, 2022, for WestPlan, and May 11 to 25, 2022, for the MACC.

Figure 9: Transportation Nonattainment, Maintenance, Limited and Orphan Areas by Pollutant in Michigan



Prepared by the Statewide Transportation Planning Division, MDOT

Table 9: Previous Determination and Conformity Analysis or Report for 2023-2026 TIP/STIP

| Air Quality Area | Previous Conformity Determination Date | 2023 - 2026 S/TIP Conformity |
|---|--|-----------------------------------|
| Allegan County | April 30, 2020 (Macatawa Area Coordinating Council (MACC) new LRTP) | New analysis |
| Benzie County | Rural county, all projects exempt | New report |
| Berrien County | February 13, 2019 (Twin Cities Area Study (TwinCATS) new LRTP) | New analysis |
| Cass County | August 19, 2019 (Niles-Buchanan Area Transportation Study (NATS) new LRTP) | New report |
| Flint (Genesee and Lapeer counties) | July 21, 2020 (Genesee County Metropolitan Alliance (GCMA) new LRTP) | New report |
| Grand Rapids (Ottawa and Kent counties) | June 5, 2020 (Grand Valley Metro Council (GVMC) and West Michigan Metropolitan Transportation Planning Program (WestPlan) new LRTPs) | New report |
| Kalamazoo- Battle Creek Area (Van Buren, Kalamazoo, Calhoun counties) | Waiting for determination on Kalamazoo Area Transportation Study (KATS) and Battle Creek Area Transportation Study (BCATS) new LRTPs | New report |
| Lansing – East Lansing Area (Clinton, Eaton, Ingham counties) | March 15, 2021 (Tri-County Regional Planning Commission new LRTP) | New report |
| Lenawee County | Rural county, all projects exempt | Rural county, all projects exempt |
| Mason County | Rural county, all projects exempt | Rural county, all projects exempt |
| Muskegon County | June 5, 2020 (West Michigan Metropolitan Transportation Planning Program (WestPlan) new LRTP) | New analysis |
| Detroit - Ann Arbor (SEMCOG counties: Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, Wayne) | Sept 17, 2019 (Southeast Michigan Council of Governments (SEMCOG) new 2045 LRTP and 2020-23 TIP) | New analysis |

CHAPTER 7: PERFORMANCE MEASURES

Federal transportation legislation established a performance-based planning framework and target setting requirements for states and Metropolitan Planning Organizations (MPOs). These requirements are focused on several national goals which include the following categories, shown below in **Table 10**:

Table 10: Performance Measures and Targets

| Performance Measure | Performance Targets |
|--|---|
| Safety Performance | <ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities • Number of serious injuries • Number of non-motorized fatalities and non-motorized serious injuries |
| Pavement and Bridge Condition | <ul style="list-style-type: none"> • Percent NHS bridges in good and poor condition • Percent interstate pavement in good and poor condition • Percent non-interstate NHS pavement in good and poor condition |
| System Performance and Freight Reliability | <ul style="list-style-type: none"> • Percent of person-miles traveled on the interstate that are reliable • Percent of person-miles traveled on the non-interstate NHS that are reliable |
| Congestion Mitigation and Air Quality | <ul style="list-style-type: none"> • Peak hour excessive delay per capita • Percent of non-single occupancy vehicle travel • Total emissions reduction |
| Public Transportation | <ul style="list-style-type: none"> • Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure) • State of Good Repair measures are identified by individual transit providers as part of TAM Plan • Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability) |

The WestPlan MPO works closely with federal, state, and local member agencies, as well as the public and other stakeholders to establish targets based on the federally required areas of focus. The WestPlan MPO has elected to adopt targets set and developed by the State of Michigan for all the focus areas outlined in the legislation. For more information on performance measures, the WestPlan MPO’s System Performance Report can be found on the WMSRDC website.

Safety Performance Measures

In March 2016, the Federal Highway Administration (FHWA) published in the Federal Register ([81 FR 13722](#)) a final rule revising [23 CFR part 924](#) and [23 U.S.C. 148](#) Highway Safety Improvement Program (HSIP) to incorporate new statutory requirements of MAP-21 and the FAST Act. The HSIP focuses on reducing fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. In August of 2021, MDOT released their FY2022 Safety Performance Measure targets, shown below in **Table 11**, based on a 5-year rolling average baseline trend. On January 19, 2022, the WestPlan Policy Committee voted to exercise its option to “support the state targets” for the 5 categories of safety information. Safety targets are required to be developed by the state and responded to by the MPOs each year.

Table 11: Michigan State Safety Targets - Calendar Year 2022

| Safety Performance Measure | Baseline Condition (2019) | Calendar Year 2022 State Safety Target |
|---|---------------------------|--|
| Fatalities | 1,004.4 | 1,065.2 |
| Fatality Rate | 0.998 | 1.098 |
| Serious Injuries | 5,559.6 | 5,733.2 |
| Serious Injury Rate | 5.518 | 5.892 |
| Non-motorized Fatalities & Serious Injuries | 768.8 | 791.6 |

The FY 2023-2026 Transportation Improvement Program (TIP) includes projects which are anticipated to produce safety benefits to the transportation system which are illustrated below in **Table 12**.

Table 12: FY 2023-2026 TIP Specific Safety Related Projects

| Year | Project | Description | Safety Benefit |
|------------------------|--|--|---|
| 2023 | Regionwide | Install traffic signal dilemma zone systems | Improve traffic safety at high incident intersections |
| 2023 | Harvey Street at Pontaluna Road | Traffic signal backplates | Improve signal visibility |
| 2023 | Lincoln Street west of Leon Street | High friction surface treatment | Improve driving surface conditions on roadway |
| 2023 | At Pierce, Winans and 158 th Avenue | Indirect turn lanes | Provide for better traffic flow, thereby reducing the potential for crashes at the intersection |
| 2023 | US-31 and M-104 | ITS devices and communication systems | Intelligent transportation systems provide real time updates to motorists on road conditions and traffic |
| 2023 | Fleming Street from Ruddiman Dr to Moulton Ave, city of North Muskegon | Curb and gutter, sidewalk ramps, remove bump out | Improve pedestrian and traffic safety |
| 2023, 2024, 2025, 2026 | M-46 | Non-freeway signing upgrades | Sign upgrades to improve visibility and safety |
| 2024, 2026 | M-104 at Fruitport Road | Traffic signal modernization at intersection | Provide for better traffic flow, thereby reducing the potential for crashes at the intersection |
| 2024 | M-46 | (6) locations, traffic signal modernization at intersection | Provide for better traffic flow, thereby reducing the potential for crashes at the intersection |
| 2023, 2024, 2025, 2026 | Grand Region-Regionwide | Longitudinal pavement marking application | Reduce the potential for crashes along multiple roadways with dangerous sight distances |
| 2023, 2024, 2025, 2026 | Grand Region-Regionwide | Special marking application on trunkline routes | Reduce the potential for crashes along multiple roadways |
| 2023, 2024, 2025, 2026 | Grand Region-Regionwide | Pavement marking retro reflectivity readings on trunkline routes | Reduce the potential for crashes along multiple roadways with dangerous access points and sight distances |
| 2025 | US-31 at Pontaluna & Harvey at Pontaluna | Traffic signal upgrade | Provide for better traffic flow, thereby reducing the potential for crashes at the intersection |

In addition to the specific projects listed in *Table 12*, WestPlan will continue to contribute to achieving the safety targets by working with state and local partners and programming projects that will move toward meeting those targets. As a small MPO, WestPlan local agencies apply annually for consideration of funding for safety projects

from a statewide pool of safety funds. Project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. WestPlan supports the local agencies and assists them with the application process. Once awarded, projects are amended into the TIP. In addition, WestPlan will continue to implement the safety plan and work with state and local agencies to identify potential safety related projects and to support educational campaigns. These actions will help the MPO, and state move toward the agreed targets.

Pavement and Bridge Condition Performance Measures

Bridge

The federal performance measures require that state Departments of Transportation (DOT) establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOTs established their first statewide targets on May 20, 2018. As with the pavement condition reporting, state DOTs are required to submit three performance reports to the Federal Highway Administration (FHWA) within the 4- year performance period: a baseline performance report published on October 1, 2018; a mid- performance period progress report by October 1, 2020; and a full performance period progress report by October 1, 2022. The two performance measures for assessing bridge condition are: percent of National Highway System (NHS) bridges in “good condition;” and percent of NHS bridges in “poor condition”.

The MPOs will establish targets by either supporting MDOT’s statewide target(s) or defining a target unique to the metropolitan area each time MDOT sets a target. WestPlan supports the maintaining of NHS and local bridges within its area. However, bridge funding is administered at the state level by MDOT. MDOT evaluates bridges on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios.

MDOT is projecting “condition improvement” for the NHS bridges in the state based on projects programmed through the MDOT and local bridge programs described above. Deterioration is estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure. The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

On January 6, 2021, the Michigan Department of Transportation (MDOT) reported to Michigan’s MPO’s that it had adjusted the bridge, pavement, and reliability targets for calendar year 2022. On March 17, 2021, the WestPlan Policy Committee voted to exercise its option to “support the adjusted state targets” for the bridge, pavement and reliability performance measures.

Pavement

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four pavement condition metrics are: international roughness index (IRI), cracking percent, and rutting or faulting as reported by each state to the Highway Performance Monitoring System (HPMS) database. IRI and cracking percent are metrics for all road types. Rutting is only applicable to asphalt pavements and faulting is only measured for jointed concrete pavements. The rule applies to the entire National Highway

System (NHS), which includes interstate and non-interstate NHS. MDOT is responsible for approximately 5,931 through-lane miles of interstate in Michigan, as of 2016.

The non-interstate portion of the system includes MDOT trunkline routes (M-routes) (about 11,959 miles in 2016) and local government owned non-trunkline roads (about 4,239 miles in 2016). Local agencies are responsible for 19 percent of the NHS route mileage in Michigan.

MDOT has established 2-year and 4-year targets for a 4-year performance period for pavement condition on the NHS in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. There are a total of three progress reports due within the 4-year performance period: a baseline performance report was published on October 1, 2018; a mid-performance period progress report due October 1, 2020; and a full performance period progress report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: percent of interstate road pavement in “good” condition; percent of interstate road pavement in “poor” condition; percent of non-interstate NHS pavement in “good” condition; and percent of non-interstate NHS pavement in “poor” condition.

Table 13 shows the WestPlan supported targets for pavement and bridge condition:

Table 13: State of Michigan Pavement and Bridge Condition Targets

| Measure | Baseline Condition | Target |
|--|--------------------|--|
| Percent of pavements on the Interstate system in “good” condition | 56.8% (2017) | 4-year: 9% decrease to 47.8% |
| Percent of pavements on the Interstate system in “poor” condition | 5.2% (2017) | 4-year: 4.8% increase to 10% |
| Percent of pavements on the Non-Interstate NHS in “good” condition | 49.7% (2017) | 2-year: 3% decrease to 46.7% 4-year: 6% decrease to 43.7% |
| Percent of pavements on the Non-Interstate NHS in “poor” condition | 18.6% (2017) | 2-year: 3% increase to 21.6% 4-year: 6% increase to 24.6% |
| Percent of NHS Bridges classified as in “good” condition | 33% (2018) | 4-year: 26.2% decrease to 23 % (2021 Adjustment) |
| Percent of NHS Bridges classified as in “poor” condition | 10% (2018) | 4-year: 7% increase to 8% (2021 adjustment) |

WestPlan will continue to contribute to achieving the pavement and bridge condition targets through the following actions:

- Provide pavement deficiency information to local jurisdictions to utilize during the project selection process.

- Implement road projects that make the most cost-effective use of resources while focusing on maintenance to maximize the life of existing roads.
- Support the development of local asset management plans that are regularly monitored, updated, and coordinated with other infrastructure systems.
- Implement construction projects that make the most cost-effective use of resources with a focus on maintenance to maximize the life of existing roads and bridges.

The FY 2023-2026 TIP includes several projects which are anticipated to help the state meet the proposed targets for pavement and bridge condition. See *Table 14* below:

Table 14: FY 2023-2026 TIP Specific Pavement and Bridge Improvement Projects

| Year | Project | Description | Benefit |
|------|---------------|--|---|
| 2023 | M-46 | Muskegon Ave east to Hume Street | Rehab and Reconstruction |
| 2024 | M-46 | Shonat to Maple Island Road | Rehab and Reconstruction |
| 2025 | M-46 | Muskegon Ave to Hume Street | Rehab and Reconstruction |
| 2026 | I-96 EB | Airline Road to Apple Drive | Rehab and Reconstruction |
| 2023 | US-31 BR | US-31 BR SB/NB Over The Black Creek | Bridge replacement |
| 2023 | Bridge Street | Bridge Street, Str #7696 over Norris Creek, Village of Fruitport | Bridge Capital Preventative Maintenance |
| 2023 | Green Street | Green Street, Str #8831 over Stearns Bayou, Ottawa County | Bridge Capital Preventative Maintenance |
| 2023 | US-31 | US-31 South of Van Wagner Street | Culvert Replacement |
| 2024 | US-31 S | 4 Structures along US-31 NB/SB over Colby Road & Walsh Road | Bridge Replacement and Preservation |
| 2024 | Cleveland St | Cleveland Street, Str #8849 over the Crockery Creek Tributary, Ottawa Co | Bridge Replacement |
| 2025 | M-46 | M-46 over Crockery Creek | Bridge Replacement |

WestPlan will also continue to monitor the pavement conditions of state and local owned roads within the MPO as well as region wide, through the annual Pavement Surface Evaluation and Rating (PASER) system. The system, under the guidance of the Michigan Transportation Asset Management Council (TAMC) and is part of Michigan’s ACT 51 (P.A. 499 in 2002 and 199 in 2007) is his legislation that provides a means for road agencies to annually report the mileage and condition of the federally funded road and bridge system under their jurisdiction. In addition, the MPO also collects local data for road

agencies throughout the MPO and region using the same method. **Table 15** describes the PASER rating system, and the results of the current data collection are shown on the following pages.

Table 15: PASER Rating System

| Surface Rating | Visible Distress | General Condition / Treatment Measures |
|----------------|---|---|
| 10 Excellent | None | New construction |
| 9 Excellent | None | Recent overlay, like new |
| 8 Very Good | <ul style="list-style-type: none"> No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). | Recent sealcoat or new road mix. Little or no maintenance required. |
| 7 Good | <ul style="list-style-type: none"> Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") spaced due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10 feet or more apart, little or slight crack raveling. No patching or very few patches in excellent condition. | First signs of aging. Maintain with routine crack filling. |
| 6 Good | <ul style="list-style-type: none"> Slight raveling (loss of lines) and traffic wear. Longitudinal cracks (open 1/4" - 1/2") due to reflection and paving joints. Transverse cracking (open 1/4" - 1/2") some spaced less than 10 feet. Slight to moderate flushing or polishing. Occasional patching in good condition. | Show signs of aging, sound structural condition. Could extend life with sealcoat. |
| 5 Fair | <ul style="list-style-type: none"> Moderate to severe raveling (loss of lines and coarse aggregate). Longitudinal cracks (open 1/2") show some slight raveling and secondary cracks. First signs of longitudinal cracks near wheel path or edge. Transverse cracking and first signs of block cracking. Slight crack raveling (open 1/2"). Extensive to severe flushing or polishing. Some patching or edge wedging in good condition. | Surface aging, sound structural condition. Needs sealcoat or non-structural overlay. |
| 4 Fair | <ul style="list-style-type: none"> Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Block cracking (over 25 - 50% of surface). Patching in fair condition. Slight rutting or distortions (1" deep or less). | Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay. |
| 3 Poor | <ul style="list-style-type: none"> Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Block cracking over 50% of surface. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes. | Need patching and major overlay or complete recycling. |
| 2 Very Poor | <ul style="list-style-type: none"> Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes. | Severe deterioration. Needs reconstruction with extensive base repair. |
| 1 Failed | <ul style="list-style-type: none"> Severe distress with extensive loss of surface integrity. | Failed. Needs total reconstruction. |

Muskegon County

Project overview

In 2021, region staff assessed the condition of 100% of Muskegon County's federal-aid eligible roads using the PASER road rating system, as requested by the State of Michigan Asset Management Council.

Results

Approximately 628 miles of federal-aid eligible roads were rated for this project in 2021. No Federal aid eligible unpaved roads were rated for Muskegon County. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project. The Asset Management Council has prescribed a fix for each of the PASER rating categories:

- Roads receiving a rating of 8 or higher require only Routine Maintenance
- Roads receiving a rating of 5-7 require Capital Preventative Maintenance
- Roads receiving a rating of 4 or less require Structural Improvements

2021

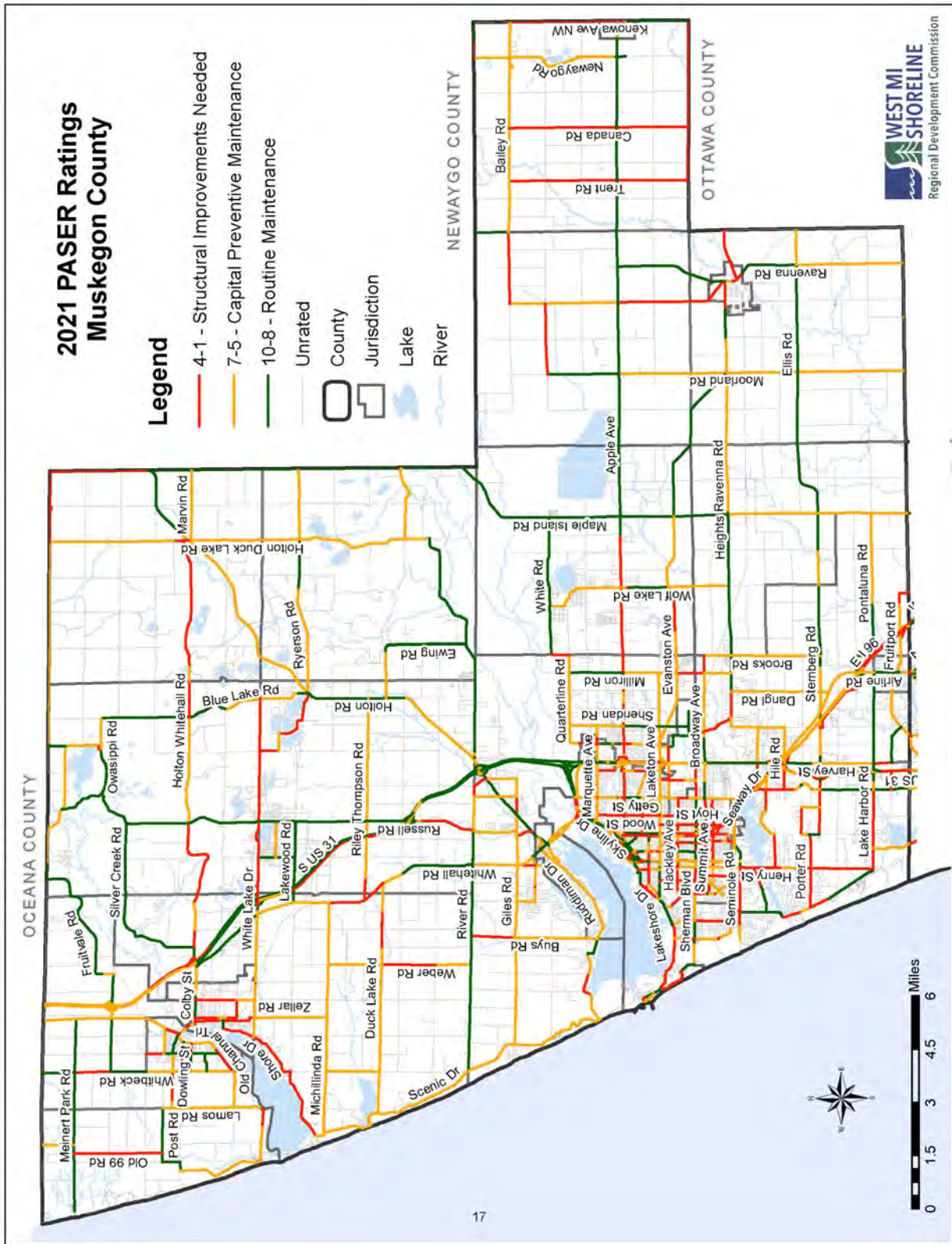
PASER Rating Prescribed Fix Miles / Percent of Total Miles Rated

8-10 Routine Maintenance 45.079 miles (7.19%)

5-7 Capital Preventative Maintenance 252.349 miles (40.22%)

1-4 Structural Improvements 329.96 miles (52.59%)

Figure 10: 2021 Muskegon County PASER Ratings



Ottawa County

Project overview

Northern Ottawa County is part of the WestPlan MPO which is administered by WMSRDC. In 2021, region staff assessed the condition of 100% of the federal-aid eligible roads in the Village of Spring Lake, the City of Ferrysburg, the City of Grand Haven, Spring Lake Township, Grand Haven Township, Robinson Township, and Crockery Township using the PASER road rating system.

Results

Approximately 190 miles of federal-aid eligible roads were rated for this project in 2021. This includes less than 1 mile of unpaved roads which do not receive a number rating. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project. The Asset Management Council has prescribed a fix for each of the PASER rating categories:

- Roads receiving a rating of 8 or higher require only Routine Maintenance
- Roads receiving a rating of 5-7 require Capital Preventative Maintenance
- Roads receiving a rating of 4 or less require Structural Improvements

2021

PASER Rating Prescribed Fix Miles / Percent of Total Miles Rated

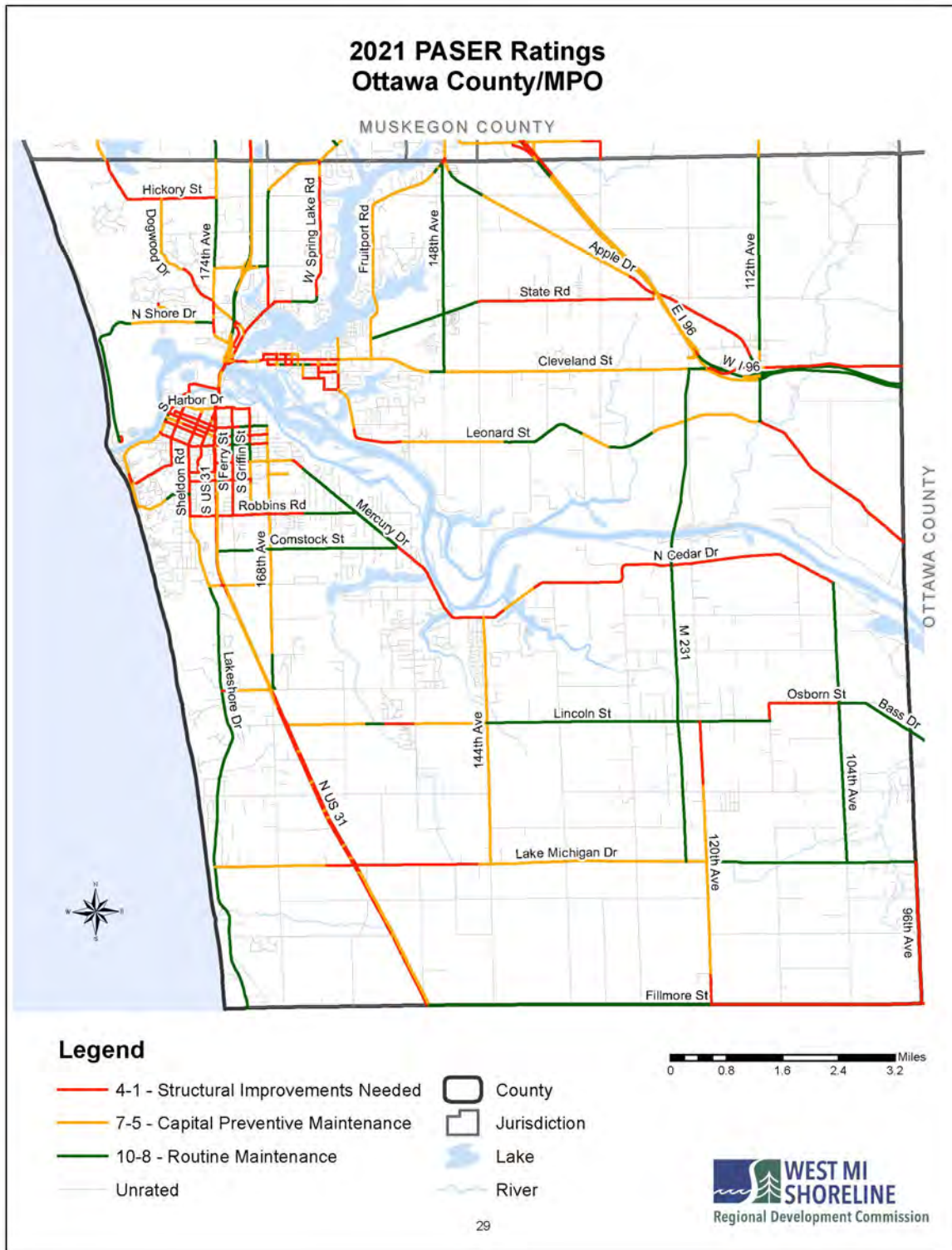
8-10 Routine Maintenance 8.725 miles (4.59%)

5-7 Capital Preventative Maintenance 74.436 miles (39.14%)

1-4 Structural Improvements 106.969 miles (56.25%)

Unpaved roads 0.026 miles (0.01%)

Figure 11: 2021 Ottawa County PASER Ratings



System Performance and Freight Reliability

On May 21, 2018, the MDOT reported to Michigan’s MPO’s that it had set reliability targets for calendar year 2020. On September 19, 2018, the WestPlan Policy Committee voted to exercise its option to “support the state targets” for the bridge, pavement and reliability performance measures. **Table 16** shows the supported targets for FY2020:

Table 16: State of Michigan System Performance and Freight Targets

| State of Michigan System Performance and Freight Targets | | |
|--|--------------------|--|
| Measure | Baseline Condition | Target |
| Level of travel time reliability on the interstate | 85.1% (2018) | 2-year: 10.1% decrease to 75% 4-year: 10.1% decrease to 75% |
| Level of travel time reliability of Non-Interstate NHS | 85.8% (2018) | 4-year: 15.8% decrease to 70% |
| Freight reliability measures of the interstate | 1.38 (2017) | 2-year: 1.75 4-year: 1.75 |

The level of travel time reliability for both the NHS interstate and non-interstate NHS measures the percentage of person-miles traveled considered to be reliable. The roads are considered reliable when the difference between normal travel time and congested travel time is below 50 percent. Baseline data from 2017 and 2018 reveals Michigan’s interstate highways and non-interstate highways have been around 85 percent reliable, meaning 85 percent of person-miles traveled are meeting the federally established thresholds. The freight reliability measure measures the same reliability; however, the longer travel time is calculated using the 95th percentile travel time.

WestPlan staff participated in coordination meetings during MDOT’s statewide target development process and the WestPlan MPO Committees elected to support the state targets for this reporting period.

The FY 2023-2026 TIP includes several projects which are anticipated to help the state meet the proposed targets for System Performance and Freight. See **Table 17** on the following page.

Table 17: FY 2023-2026 TIP Specific System Performance and Freight Projects

| Year | Project | Description | Benefit |
|------|-------------------------------------|---------------------|-------------|
| 2023 | M-46 Muskegon Avenue to Home Street | Road Rehabilitation | Reliability |
| 2024 | M-46 Shonat to Maple Island | Road Rehabilitation | Reliability |
| 2025 | M-46 Muskegon Avenue to Home Street | Road Rehabilitation | Reliability |

WestPlan will contribute to achieving these statewide targets through the following actions:

- Provide reliability deficiency information to local jurisdictions to utilize during project selection processes.
- Monitor congestion levels, prioritize congested locations, and implement treatments.
- Use data to inform projects for inclusion in the short- and long-term planning process.
- Conduct an annual analysis of congestion performance target setting and program adjustments.

These actions correspond with MDOT’s actions to meet these targets:

- Monitor performance measures and consider system performance as a factor in the decision-making process for transportation investments.
- Evaluate project types and funding templates that can impact travel reliability, such as capacity.
- Operational changes, safety projects that have operational impacts, and pavement projects that change the condition from poor to good or fair.

Congestion Mitigation and Air Quality

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1 population over 1 million). The WestPlan area does not qualify for inclusion in this measure.

Public Transportation

There are two public transit providers in the WestPlan area: Muskegon Area Transportation System (MATS) and Harbor Transit Multi-Modal Transit System (HT). Both are direct recipients of funds from the Federal Transit Administration (FTA). As such, MATS and HT are identified as tier II recipients under the current federal legislation and have developed state of good repair targets. Federal surface transportation legislation mandated that the FFA develop a rule establishing a strategic and systematic

process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016, and established four performance measures:

- Rolling Stock - Percentage of revenue vehicles exceeding useful life benchmark (ULB)
- Equipment - Percentage of non-revenue vehicles exceeding ULB
- Facilities - Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model
- (TERM) scale
- Infrastructure - Percentage of track segments under performance restriction (only applies to rail fixed
- guideway systems – not applicable in the WestPlan region

Table 18 shows the supported targets for the TAM:

Table 18: Transit Asset Management Targets

| Asset Class | Baseline Condition | Performance Measure | Approximate Baseline Condition | Target |
|---------------|-----------------------|--|--------------------------------|-------------------|
| Rolling Stock | Large Bus | Age: Percentage that have met or exceeded their useful life benchmark (ULB) | 0% exceeding ULB | Not more than 15% |
| | Small Bus | Age: Percentage that have met or exceeded their useful life benchmark (ULB) | 14% exceeding ULB | Not more than 10% |
| | Sedan/SUV | Age: Percentage that have met or exceeded their useful life benchmark (ULB) | 0% exceeding ULB | Not more than 10% |
| Equipment | Service Vehicles | Age: Percentage that have met or exceeded their useful life benchmark (ULB) | 25% exceeding ULB | Not more than 20% |
| | Maintenance Equipment | Condition: Percentage of equipment and facilities with a condition rating adequate or below on the FTA Economic | 0% below target | Not more than 20% |
| | Building Subsystems | Condition: Percentage of equipment and facilities with a condition rating adequate or below on the FTA economic requirements model scale | 0% below target | Not more than 10% |
| Facilities | All fixed facilities | Condition: Percentage of equipment and facilities with a condition rating adequate or below on the FTA economic requirements model scale | 25% below target | Not more than 10% |

WestPlan received agency-level State of Good Repair (SGR) targets from the MATS and the HT in 2021,

which were approved and supported by the MPO Technical and Policy Committees. FTA recommends that MPOs adopt a single set of region-level targets for each asset class that are developed in coordination with the region’s public transportation providers. Therefore, staff engaged the public transit providers in a coordination process to cooperatively develop a single set of regional SGR targets after WestPlan received updated targets from the transit agencies, as well as targets from MDOT (applicable to MDOT Section 5311 and 5310 sub recipients). Through this coordination process, the following region-level targets were developed and adopted by the WestPlan Committees and are shown in *Table 19, below*.

Table 19: Transit State of Good Repair Targets for 2019

| Asset Class | Current Condition MATS | Current Condition HT | 2019 Target MATS | 2019 Target HT |
|-------------------------------------|------------------------|----------------------|------------------|----------------|
| Revenue Vehicles: small bus and van | 1% | 5% | 1% | 5% |
| Revenue Vehicles: large bus | 20% | 21% | 20% | 21% |
| Service Vehicles | 1% | 5% | 1% | 5% |
| Facilities | 1% | 5% | 1% | 5% |

MATS and HT have both submitted TAM plans and can be viewed in Appendix H and I of the WestPlan 2045 Long Range Transportation Plan. In addition, the entire transit project list for FY2023-2026 can be viewed in Chapter (2) of this document. *Table 20* on the following page shows the projects in the FY2023-2026 TIP that are expected to help the transit agencies meet their targets for the State of Good Repair.

Table 20: FY2023-2026 Transit Projects

| Fiscal Year | Responsible Agency | Project Description | State of Good Repair Benefit |
|--------------------|--|----------------------------|-------------------------------------|
| 2023 | Muskegon Area Transit System | Support Equipment | Support Equipment |
| 2023 | Muskegon Area Transit System | Mobility management | Mobility management |
| 2023 | Muskegon Area Transit System | Heavy Duty replacement bus | Large Bus |
| 2023 | Harbor Transit Multi-Model Transportation System | Bus Replacement | Large/Medium Bus |
| 2023 | Muskegon Area Transit System | Heavy duty replacement bus | Large Bus |
| 2023 | Muskegon Area Transit System | Heavy duty replacement bus | Large Bus |
| 2023 | Harbor Transit Multi-Model Transportation System | Bus replacement | Large Bus |
| 2024 | Harbor Transit Multi-Model Transportation System | New Transit Facility | New Facility |
| 2024 | Harbor Transit Multi-Model Transportation System | Replacement bus | Replacement Bus |
| 2024 | Harbor Transit Multi-Model Transportation System | Replacement bus | Replacement bus |
| 2024 | Muskegon Area Transit System | Outreach and marketing | Outreach and marketing |
| 2025 | Harbor Transit Multi-Model Transportation System | New Transit Facility | New Facility |
| 2025 | Harbor Transit Multi-Model Transportation System | Replacement bus | Replacement bus |
| 2025 | Harbor Transit Multi-Model Transportation System | Replacement bus | Replacement bus |
| 2026 | Harbor Transit Multi-Model Transportation System | Replacement bus | Replacement bus |
| 2026 | Harbor Transit Multi-Model Transportation System | Replacement bus | Replacement bus |
| 2026 | Muskegon Area Transit System | Outreach and marketing | Outreach and marketing |

Transit Safety

As part of federal performance-based planning requirements, MATS and Harbor Transit are required to develop and submit a public transportation agency safety plan and provide it to the MPO for their acknowledgement. The Technical and Policy Committees expressed their support for the transit agency safety targets at their January 2022 meetings. **Tables 21 and 22** illustrating MATS and Harbor Transits safety targets are below.

Table 21: MATS Safety Performance Targets

| Vehicle Revenue Hours (VRH) | | Unlinked Passenger Trips | | Vehicle Revenue Miles (VRM) | |
|-----------------------------|---------------|-------------------------------|--|-----------------------------|--|
| 40,000 | | 480,000 | | 650,000 | |
| Fatality | Injury | Event Without Personal Injury | | System Reliability | |
| 0 | <0.5/100K VRM | <1/100K VRM | | <6 Road Failures/100K VRM | |

Table 22: Harbor Transit Safety Performance Targets

| Mode of Transit Service | Fatalities (total) | Fatalities (100 thousand VRM) | Injuries (total) | Injuries (per 100 thousand VRM) | Safety Events (total) | Safety Events (per 100 Thousand VRM) | System Reliability (Mean distance Bwt failures) |
|--|--------------------|-------------------------------|------------------|---------------------------------|-----------------------|--------------------------------------|---|
| Demand Response | 0 | 0 | 4 | .46 | 12 | 1.4 | 27,615 |
| Route Deviation Service | 0 | 0 | 1 | .11 | 2 | .23 | 1,000 |
| Targets --- | 0/0 | 0/0 | 3/1 | .40/.10 | 11/2 | 1.2/.20 | 35,000/2,000 |
| ----- 2020 for DR/RDS Results --- ----- | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 |

Project Selection in the FY 2023-2026 TIP

For the development of the FY 2023-2026 TIP, WestPlan collected detailed data for each individual project that was submitted for consideration. To gather this data, road agencies were required to submit a “project/program nomination form” for each project submitted. The form, developed by WestPlan, specifically asks for safety information (number of crashes) about each project, as well as condition data, traffic volumes, crash data, congestion issues, PASER ratings, and priority within the agency if multiple projects were submitted. In addition, the form captures information regarding other modes of transportation, i.e., non-motorized and transit.

The project selection form was utilized in compiling a listing of projects to be considered for inclusion in the FY 2023-2026 TIP and evaluated by the WestPlan TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2045 WestPlan Metropolitan Transportation Plan.

Transit agencies also submitted forms and worked with MPO staff to determine potential projects that will address the public transportation performance measures and targets, including the Transit Asset Management (TAM) Plan that is currently in use.

All of these forms were utilized to prepare a list of projects for consideration by the WestPlan TIP Subcommittee. The MPO Technical Subcommittee worked together to select projects within the financial constraints for the various funding programs represented in the TIP, as well as considering each project’s support for the performance targets adopted by WestPlan.

WestPlan is committed to meeting the statewide performance measure targets for all the national goals. Project planning and allocation of federal funding to meet these measures and goals is an important part of the MPO process. As resources continue to be available, they will be allocated toward multimodal transportation projects that address these measures and targets.

Figure 11 on the following pages shows the detailed project selection form that is used as a tool for selecting projects for the TIP.

Figure 11: WestPlan Project Selection Form

| WESTPLAN PROJECT SUBMISSION FORM FY 2023-2026 TIP | | | |
|---|--|-----------------------------|-------------------------------|
| PROJECT | | PROJECT LIMITS | |
| ROAD NAME | | FROM | TO |
| FISCAL YEAR | COUNTY | ROAD AGENCY | PROJECT RANK # |
| MAJOR WORK TYPE | | NFC CLASS | CURRENT PASER RATING |
| EXISTING PAVEMENT TYPE | PROPOSED PAVEMENT TYPE | DATE OF LAST WORK COMPLETED | AGE OF PAVEMENT |
| PROJECT ON TRANSIT ROUTE? | ADJACENT SIDEWALKS/NON MOTORIZED FACILITIES? | ON STREET PARKING? | UTILITY WORK PLANNED? |
| PROJECT LENGTH | POSTED SPEED | ADT | % COMMERCIAL |
| ROW EXISTING FEET | ADDITIONAL IF NEEDED (Feet) | # OF EXISTING LANES | PROPOSED # LANES IF NECESSARY |
| BUDGET | | ADDITIONAL BUDGET INFO | |
| STP (FEDERAL) | _____ | | |
| LOCAL MATCH | _____ | | |
| OTHER PARTICIPATING | _____ | | |
| NON-LAP PARTICIPATING | _____ | | |
| 1. CE | _____ | | |
| 2. PE | _____ | | |
| 3. OTHER | _____ | | |
| NON PARTICIPATING | _____ | | |
| TOTAL JOB COST | \$0 | | |

| |
|---|
| Does this project address any of the federally mandated performance measures such as Safety, Transit, Pavement/Bridge Condition, Congestion, System Reliability, or Environmental Sustainability? If so, how? |
| |
| OTHER INFO |
| |

CHAPTER 8: FY2023-2026 TIP PROJECT LIST

Note: This was the project list at the time the TIP was approved by the Westplan Policy Committee. An updated project list is posted on the WMSRDC website after every amendment.



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 06/09/2022
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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|-------------------------|-----------|--------|---|----------|---|---------------|---|--------|-----------------------------|--|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|----------|--------------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | Trunkline | 124871 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | MDOT | US-31 | US-31 and M-104 in Grand Haven and Spring Lake | 5.855 | ITS Applications | ITS devices and communication system | | | CON | Abandoned | 23-26 | \$2,906,437 | \$644,494 | \$0 | \$3,550,931 | ST | \$0.00 | | | | | N/A | 11/03/2023 | | 12/01/2023 | | | | | Pending |
| 2023 | Trunkline | 201293 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | MDOT | US-31BR | US-31 BR SB/NB Over The Black Creek | 0.000 | Bridge Replacement | Structure Replacement | | | CON | Programmed | 20-23 | \$7,230,630 | \$1,603,372 | \$0 | \$8,834,000 | ST | \$9,723,054.00 | Admin Modification | 03/17/2022 | 05/18/2022 | 05/31/2022 | N/A | 10/07/2022 | | 12/02/2022 | | | | | Approved |
| 2023 | Trunkline | 204951 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | Muskegon | 0.000 | Traffic Safety | Install traffic signal dilemma zone systems | | | CON | Programmed | 20-23 | \$118,640 | \$13,182 | \$0 | \$131,822 | HSIP | \$722,541.00 | Admin Modification | 01/18/2022 | 06/19/2019 | 10/02/2019 | N/A | 12/09/2022 | | 02/03/2023 | | | | | Approved |
| 2023 | Local | 205209 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | West Michigan Shoreline Regional Development Commission | Morris Ave | West Michigan Shoreline Regional Development Commission Offices | 0.000 | Planning, Research & Design | FY23 (10/01/2022 - 09/30/2023) Clean Air Action Outreach and Marketing | | | NI | Programmed | 20-23 | \$100,000 | \$0 | \$25,000 | \$125,000 | CM | \$125,000.00 | Admin Modification | 09/03/2020 | | | N/A | 10/03/2022 | | | | | | | Approved |
| 2023 | Local | 205398 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ottawa County | Mercury Dr | 144th Ave to Comstock Street | 1.745 | Road Rehabilitation | HMA Mill and resurface | | | CON | Programmed | 20-23 | \$510,000 | \$0 | \$155,000 | \$665,000 | STUL | \$831,250.00 | Admin Modification | 03/10/2022 | | | N/A | 10/07/2022 | | 12/02/2022 | | | | | Approved |
| 2023 | Local | 205401 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Roosevelt Park | Glenside Blvd | 62' south of Sherman to 18' south of RR tracks | 0.220 | Reconstruction | Reconstruct | | | CON | Programmed | 20-23 | \$300,000 | \$0 | \$137,000 | \$437,000 | STUL | \$634,843.00 | Admin Modification | 03/10/2022 | 06/19/2019 | 10/02/2019 | N/A | 10/07/2022 | | 12/02/2022 | | | | | Approved |
| 2023 | Local | 205401 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Roosevelt Park | Glenside Blvd | 62' south of Sherman to 18' south of RR tracks | 0.220 | Reconstruction | Reconstruct | | | CON | Programmed | 20-23 | \$88,593 | \$0 | \$0 | \$88,593 | HIC | \$634,843.00 | Admin Modification | 03/10/2022 | 06/19/2019 | 10/02/2019 | N/A | 10/07/2022 | | 12/02/2022 | | | | | Approved |
| 2023 | Local | 205415 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon | Sherman Blvd | Glenside Blvd to Seaway Drive | 0.915 | Reconstruction | Reconstruction | | | CON | Programmed | 20-23 | \$357,000 | \$0 | \$1,863,000 | \$2,220,000 | STUL | \$2,775,000.00 | Admin Modification | 03/10/2022 | 06/19/2019 | 10/02/2019 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |
| 2023 | Local | 205418 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Shettler Rd | US-31 to Sheridan Road | 1.000 | Road Rehabilitation | Resurface, Crush and Shape | | | CON | Programmed | 20-23 | \$376,000 | \$0 | \$219,000 | \$595,000 | STUL | \$743,750.00 | Admin Modification | 03/29/2022 | 05/18/2022 | 05/31/2022 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |
| 2023 | Local | 205427 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon Heights | Hackley Ave | Manz Street to Getty Street | 0.440 | Reconstruction | Mill and fill | | | CON | Programmed | 20-23 | \$88,593 | \$0 | \$0 | \$88,593 | HIC | \$696,093.00 | Admin Modification | 03/10/2022 | 06/19/2019 | 10/02/2019 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |
| 2023 | Local | 205427 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon Heights | Hackley Ave | Manz Street to Getty Street | 0.440 | Reconstruction | Mill and fill | | | CON | Programmed | 20-23 | \$350,000 | \$0 | \$136,000 | \$486,000 | STUL | \$696,093.00 | Admin Modification | 03/10/2022 | 06/19/2019 | 10/02/2019 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |



ALL PROJECT SEARCH - STANDARD REPORT

Date: 06/09/2022

Fiscal Year(s) : 2023, 2024, 2025, 2026

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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|------------------|-----------|--------|---|----------|--------------------|-----------------|---|--------|---------------------|---|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|----------|--------------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | Local | 205428 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Whitehall | Warner St | Slocum Street to Benston Road | 0.996 | Reconstruction | Road rehabilitation | | | CON | Programmed | 20-23 | \$250,000 | \$0 | \$62,500 | \$312,500 | STUL | \$476,093.00 | Admin Modification | 03/10/2022 | 11/17/2021 | 12/16/2021 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |
| 2023 | Local | 205428 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Whitehall | Warner St | Slocum Street to Benston Road | 0.996 | Reconstruction | Road rehabilitation | | | CON | Programmed | 20-23 | \$88,593 | \$0 | \$0 | \$88,593 | HIC | \$476,093.00 | Admin Modification | 03/10/2022 | 11/17/2021 | 12/16/2021 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |
| 2023 | Local | 205429 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon | Sanford/Peck St | Keating Avenue to Laketon Avenue | 0.540 | Reconstruction | Reconstruct | | | CON | Programmed | 20-23 | \$540,000 | \$0 | \$260,000 | \$800,000 | STUL | \$1,000,000.00 | Admin Modification | 03/10/2022 | 06/19/2019 | 10/02/2019 | N/A | 07/07/2023 | | 09/01/2023 | | | | | Approved |
| 2023 | Local | 205907 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Ravenna Rd | from Apple Ave to Bailey Road | 3.044 | Road Rehabilitation | Crush and shape and asphalt resurfacing | | | CON | Programmed | 20-23 | \$0 | \$220,877 | \$0 | \$220,877 | EDD | \$1,352,941.00 | Admin Modification | 04/25/2022 | 02/16/2022 | 02/25/2022 | N/A | 12/09/2022 | | 02/03/2023 | | | | | Approved |
| 2023 | Local | 205907 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Ravenna Rd | from Apple Ave to Bailey Road | 3.044 | Road Rehabilitation | Crush and shape and asphalt resurfacing | | | CON | Programmed | 20-23 | \$753,000 | \$0 | \$180,000 | \$933,000 | STL | \$1,352,941.00 | Admin Modification | 04/25/2022 | 02/16/2022 | 02/25/2022 | N/A | 12/09/2022 | | 02/03/2023 | | | | | Approved |
| 2023 | Local | 205907 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Ravenna Rd | from Apple Ave to Bailey Road | 3.044 | Road Rehabilitation | Crush and shape and asphalt resurfacing | | | CON | Programmed | 20-23 | \$89,064 | \$0 | \$0 | \$89,064 | HIC | \$1,352,941.00 | Admin Modification | 04/25/2022 | 02/16/2022 | 02/25/2022 | N/A | 12/09/2022 | | 02/03/2023 | | | | | Approved |
| 2023 | Trunkline | 207358 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.845 | Traffic Safety | Longitudinal pavement marking application on trunklines in Grand Region | | | PE | Programmed | 20-23 | \$756 | \$84 | \$0 | \$840 | HSIP | \$2,860,000.00 | Admin Modification | 06/16/2020 | 06/19/2019 | 10/02/2019 | N/A | 10/10/2022 | | 04/07/2023 | | | | | Approved |
| 2023 | Trunkline | 207358 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline route of WESTPLAN MPO, All trunkline routes of WESTPLAN MPO | 1.845 | Traffic Safety | Longitudinal pavement marking application on trunklines in Grand Region | | | CON | Programmed | 20-23 | \$215,460 | \$23,940 | \$0 | \$239,400 | HSIP | \$2,860,000.00 | Admin Modification | 08/10/2021 | 06/19/2019 | 10/02/2019 | N/A | 03/10/2023 | | 04/07/2023 | | | | | Approved |
| 2023 | Trunkline | 207359 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.845 | Traffic Safety | Special pavement marking application on trunklines in Grand Region | | | PE | Programmed | 20-23 | \$756 | \$84 | \$0 | \$840 | HSIP | \$500,000.00 | Admin Modification | 06/16/2020 | 06/19/2019 | 10/02/2019 | N/A | 10/10/2022 | | 03/03/2023 | | | | | Approved |
| 2023 | Trunkline | 207359 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.845 | Traffic Safety | Special pavement marking application on trunklines in Grand Region | | | CON | Programmed | 20-23 | \$37,044 | \$4,116 | \$0 | \$41,160 | HSIP | \$500,000.00 | Admin Modification | 08/10/2021 | 06/19/2019 | 10/02/2019 | N/A | 02/03/2023 | | 03/03/2023 | | | | | Approved |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|-------------------------|-----------|--------|---|----------|--------------------|--------------|--|--------|---------------------|---|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|----------------------------------|--------------|----------|--------------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | Trunkline | 207375 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 2.971 | Traffic Safety | Pavement marking retroreflectivity readings on trunklines in Grand Region | | | CON | Programmed | 20-23 | \$1,210 | \$134 | \$0 | \$1,344 | HSIP | \$16,000.00 | Admin Modification | 06/12/2020 | 06/19/2019 | 10/02/2019 | N/A | 12/01/2022 | | | | | | Approved | |
| 2024 | Trunkline | 207384 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 3.354 | Traffic Safety | Longitudinal pavement marking application on trunklines in Grand Region | | | PE | Programmed | 23-26 | \$756 | \$84 | \$0 | \$840 | HSIP | \$3,110,000.00 | | | | | N/A | 10/10/2023 | 02/02/2024 | | | | | | Pending |
| 2024 | Trunkline | 207384 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 3.354 | Traffic Safety | Longitudinal pavement marking application on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$234,360 | \$26,040 | \$0 | \$260,400 | HSIP | \$3,110,000.00 | | | | | N/A | 01/05/2024 | 02/02/2024 | | | | | | Pending |
| 2024 | Trunkline | 207385 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.466 | Traffic Safety | Special pavement marking application on trunklines in Grand Region | | | PE | Programmed | 23-26 | \$756 | \$84 | \$0 | \$840 | HSIP | \$500,000.00 | | | | | N/A | 10/10/2023 | 04/05/2024 | | | | | | Pending |
| 2024 | Trunkline | 207385 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.466 | Traffic Safety | Special pavement marking application on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$37,044 | \$4,116 | \$0 | \$41,160 | HSIP | \$500,000.00 | | | | | N/A | 03/08/2024 | 04/05/2024 | | | | | | Pending |
| 2024 | Trunkline | 207399 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.845 | Traffic Safety | Pavement marking retroreflectivity readings on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$1,210 | \$134 | \$0 | \$1,344 | HSIP | \$16,000.00 | | | | | N/A | 12/01/2023 | | | | | | | Pending |
| 2024 | Trunkline | 207544 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | MDOT | M-46 | Non-Freeway Signing Upgrade | 42.237 | Traffic Safety | Non-Freeway Signing Upgrade | | | PE | Programmed | 23-26 | \$92,000 | \$0 | \$0 | \$92,000 | STG | \$1,265,113.00 | | | | | N/A | 10/02/2023 | 12/05/2025 | | | Scope Construction Length Change | | Pending | |
| 2026 | Trunkline | 207544 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | MDOT | M-46 | Non-Freeway Signing Upgrade, Non-freeway signing upgrade | 42.237 | Traffic Safety | Non-Freeway Signing Upgrade | | | CON | Programmed | 23-26 | \$527,121 | \$0 | \$0 | \$527,121 | STG | \$1,265,113.00 | | | | | N/A | 10/10/2025 | 12/05/2025 | | | Scope Construction Length Change | | Pending | |
| 2024 | Trunkline | 207967 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | MDOT | M-46 | From Shonat Street east to Maple Island Road | 6.904 | Road Rehabilitation | Milling and Two Course Asphalt Resurfacing | | | CON | Programmed | 23-26 | \$8,353,611 | \$1,852,389 | \$0 | \$10,206,000 | ST | \$10,556,000.00 | | | | | N/A | 08/09/2024 | 10/04/2024 | | | | | Pending | |
| 2025 | Trunkline | 209616 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 3.908 | Traffic Safety | Longitudinal pavement marking application on trunklines in Grand Region | | | PE | Programmed | 23-26 | \$756 | \$84 | \$0 | \$840 | HSIP | \$2,960,000.00 | | | | | N/A | 10/10/2024 | 03/07/2025 | | | | | | Pending |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status | |
|-------------------------|-----------|--------|---|----------|--------------------|---------------|--|--------|-------------------|---|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|----------|--------------|----------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2025 | Trunkline | 209616 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 3.908 | Traffic Safety | Longitudinal pavement marking application on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$223,020 | \$24,780 | \$0 | \$247,800 | HSIP | \$2,960,000.00 | | | | | N/A | 02/07/2025 | | 03/07/2025 | | | | | Pending | |
| 2025 | Trunkline | 209617 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.983 | Traffic Safety | Special pavement marking application on trunklines in Grand Region | | | PE | Programmed | 23-26 | \$756 | \$84 | \$0 | \$840 | HSIP | \$475,000.00 | | | | | N/A | 10/10/2024 | | 04/04/2025 | | | | | Pending | |
| 2025 | Trunkline | 209617 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 1.983 | Traffic Safety | Special pavement marking application on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$35,154 | \$3,906 | \$0 | \$39,060 | HSIP | \$475,000.00 | | | | | N/A | 03/04/2025 | | 04/04/2025 | | | | | Pending | |
| 2025 | Trunkline | 209631 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes of WESTPLAN MPO | 2.868 | Traffic Safety | Pavement marking retroreflectivity readings on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$1,210 | \$134 | \$0 | \$1,344 | HSIP | \$16,000.00 | | | | | N/A | 10/01/2024 | | | | | | | Pending | |
| 2023 | Local | 212255 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Fruitport | Bridge Street | Bridge Street, Str #7696 over Norris Creek, Village of Fruitport | 0.000 | Bridge CPM | Bridge Capital Preventative Maintenance | | | CON | Programmed | 20-23 | \$172,800 | \$0 | \$10,800 | \$183,600 | BFP | \$270,000.00 | Admin Modification | 05/27/2022 | 02/17/2021 | 02/25/2021 | | N/A | 04/07/2023 | | 06/02/2023 | | | | Approved | |
| 2023 | Local | 212255 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Fruitport | Bridge Street | Bridge Street, Str #7696 over Norris Creek, Village of Fruitport | 0.000 | Bridge CPM | Bridge Capital Preventative Maintenance | | | CON | Programmed | 20-23 | \$0 | \$32,400 | \$0 | \$32,400 | MCS | \$270,000.00 | Admin Modification | 05/27/2022 | 02/17/2021 | 02/25/2021 | | N/A | 04/07/2023 | | 06/02/2023 | | | | Approved | |
| 2023 | Local | 212256 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ottawa County | Green Street | Green Street, Str #8831 over Stearns Bayou, Ottawa County | 0.000 | Bridge CPM | Bridge Capital Preventative Maintenance | | | CON | Programmed | 20-23 | \$0 | \$8,900 | \$0 | \$8,900 | MCS | \$222,500.00 | Admin Modification | 05/27/2022 | 02/17/2021 | 02/25/2021 | | N/A | 01/06/2023 | | 03/03/2023 | | | | Approved | |
| 2023 | Local | 212256 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ottawa County | Green Street | Green Street, Str #8831 over Stearns Bayou, Ottawa County | 0.000 | Bridge CPM | Bridge Capital Preventative Maintenance | | | CON | Programmed | 20-23 | \$142,400 | \$0 | \$26,700 | \$169,100 | BFP | \$222,500.00 | Admin Modification | 05/27/2022 | 02/17/2021 | 02/25/2021 | | N/A | 01/06/2023 | | 03/03/2023 | | | | Approved | |
| 2023 | Trunkline | 212951 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | MDOT | US-31 | US-31 South of Van Wagner Street. | 0.024 | Reconstruction | Culvert Replacement. | | | CON | Programmed | 20-23 | \$2,874,572 | \$637,428 | \$0 | \$3,512,000 | NH | \$4,011,000.00 | | | | | | 08/18/2021 | 09/09/2021 | N/A | 10/07/2022 | | 12/02/2022 | | | Approved |
| 2026 | Trunkline | 213275 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All Trunkline Routes in Grand Region | 17.669 | Traffic Safety | Longitudinal Pavement Markings on trunkline routes in Grand Region | | | PE | Programmed | 23-26 | \$756 | \$84 | \$0 | \$840 | HSIP | \$2,960,000.00 | | | | | N/A | 10/10/2025 | | 04/03/2026 | | | | | Pending | |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status | |
|-------------------------|-----------|--------|---|----------|---|--|--|--------|-----------------------------|--|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|--|--------------|----------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 | Trunkline | 213275 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes in Grand Region, All Trunkline Routes in Grand Region | 17.669 | Traffic Safety | Longitudinal Pavement Markings on trunkline routes in Grand Region | | | CON | Programmed | 23-26 | \$223,020 | \$24,780 | \$0 | \$247,800 | HSIP | \$2,960,000.00 | | | | N/A | 03/06/2026 | | 04/03/2026 | | | | | | Pending | |
| 2026 | Trunkline | 213339 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes in WESTPLAN MPO | 1.557 | Traffic Safety | Application of special pavement markings on trunklines in Grand Region | | | PE | Programmed | 23-26 | \$756 | \$84 | \$0 | \$840 | HSIP | \$900,000.00 | | | | N/A | 10/10/2025 | | 03/06/2026 | | | | | | Pending | |
| 2026 | Trunkline | 213339 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Regionwide | All trunkline routes in WESTPLAN MPO | 1.557 | Traffic Safety | Application of special pavement markings on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$67,284 | \$7,476 | \$0 | \$74,760 | HSIP | \$900,000.00 | | | | N/A | 01/09/2026 | | 03/06/2026 | | | | | | Pending | |
| 2026 | Trunkline | 213366 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Kent | MDOT | Grand Region Regionwide Pvmr Mrkg Retro Readings | All of WESTPLAN MPO | 14.886 | Traffic Safety | Pvmt mrkg retroreflectivity readings on trunklines in Grand Region | | | CON | Programmed | 23-26 | \$1,210 | \$134 | \$0 | \$1,344 | HSIP | \$16,000.00 | | | | N/A | 10/01/2025 | | | | | | | | Pending | |
| 2023 | Local | 213628 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | West Michigan Shoreline Regional Development Commission | Morris Ave | WMSRDC Planning Area | 0.000 | Planning, Research & Design | Non-Motorized/Ped estrian Traffic Counting Devices | | | NI | Programmed | 20-23 | \$30,000 | \$0 | \$0 | \$30,000 | HIC | \$30,000.00 | | | | 11/17/2021 | 12/16/2021 | N/A | 10/12/2022 | | | | | | Approved | |
| 2024 | Local | 213638 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Fruitport | 8th St | Park Street to Beech Street | 0.275 | New Facilities | Construct non-motorized path on east side of street | | | CON | Programmed | 23-26 | \$88,593 | \$0 | \$111,407 | \$200,000 | HIC | \$250,000.00 | | | | N/A | 10/06/2023 | | 12/01/2023 | | | | | | Pending | |
| 2023 | Local | 213745 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Norton Shores | Harvey St | Harvey Street at Pontoluna Road and at Sternberg Rd, city of Norton Shores | 0.298 | Traffic Safety | Signal Backplates | | | CON | Programmed | 20-23 | \$9,000 | \$0 | \$1,000 | \$10,000 | HSIP | \$12,500.00 | | | | 11/17/2021 | 12/16/2021 | N/A | 01/06/2023 | | 03/03/2023 | | | | | Approved |
| 2024 | Local | 213938 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Spring Lake | E Exchange St | Elm Street to Lake Avenue | 0.381 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$516,300 | \$0 | \$134,075 | \$650,375 | STUL | \$817,969.00 | | | | N/A | 01/05/2024 | | 03/01/2024 | | | | | Projects were selected and approved by the WestPlan MPO Committees at their January 2022 MPO meetings. | Pending | |
| 2026 | Local | 214048 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ottawa County | Lincoln St | Intersection of Lincoln and 144th Street | 0.001 | Traffic Safety | Construct roundabout | | | CON | Programmed | 23-26 | \$450,000 | \$0 | \$500,000 | \$950,000 | CM | \$1,187,500.00 | | | | N/A | 10/10/2025 | | 12/05/2025 | | | Phase Added | | | Pending | |
| 2024 | Local | 214098 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | West Michigan Shoreline Regional Development Commission | Morris Ave | 316 Morris Ave | 0.000 | Planning, Research & Design | Air quality program | | | NI | Programmed | 23-26 | \$90,000 | \$0 | \$22,500 | \$112,500 | CM | \$112,500.00 | | | | N/A | 10/02/2023 | | | | | Phase Added | | | Pending | |



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|-------------------------|-----------|--------|---|----------|---|----------------------|--|--------|-------------------------------------|--|---------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|--------------------------------|--------------|----------|--------------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2025 | Local | 214099 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | West Michigan Shoreline Regional Development Commission | Morris Ave | Areawide | 0.000 | Planning, Research & Design | Air quality program | | | NI | Programmed | 23-26 | \$90,000 | \$0 | \$22,500 | \$112,500 | CM | \$112,500.00 | | | | | N/A | 10/01/2024 | | | | Phase Added | | Pending | |
| 2023 | Local | 214126 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | North Muskegon | Fleming St | Fleming St from Ruddiman Dr to Moulton Ave, city of North Muskegon | 0.134 | Traffic Safety | Curb and gutter, sidewalk ramps, remove bump out | | | CON | Programmed | 20-23 | \$321,840 | \$0 | \$80,460 | \$402,300 | HSIP | \$502,875.00 | | | 11/17/2021 | 01/12/2022 | N/A | 01/06/2023 | 03/03/2023 | | | | Approved | | |
| 2025 | Local | 214151 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Roosevelt Park | Broadway Ave | Along Broadway from Glenside 2000' east | 0.400 | New Facilities | Construct non-motorized pathway | | | CON | Programmed | 23-26 | \$112,633 | \$0 | \$60,717 | \$173,350 | CM | \$216,688.00 | | | | | N/A | 10/11/2024 | 12/06/2024 | | | Phase Added | | Pending | |
| 2024 | Trunkline | 214189 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | MDOT | Regionwide | M-104 at Fruitport | 0.000 | Traffic Safety | Modernize signalized intersections | | | PE | Programmed | 23-26 | \$51,494 | \$0 | \$0 | \$51,494 | STG | \$2,256,614.00 | | | | | N/A | 11/06/2023 | 02/05/2027 | | | Phase Added | | Pending | |
| 2026 | Trunkline | 214189 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | MDOT | Regionwide | M-104 at Fruitport | 0.000 | Traffic Safety | Modernize signalized intersections | | | ROW | Programmed | 23-26 | \$3,333 | \$0 | \$0 | \$3,333 | STG | \$2,256,614.00 | | | | | N/A | 11/10/2025 | 02/05/2027 | | | Phase Added | | Pending | |
| 2026 | Local | 214246 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | West Michigan Shoreline Regional Development Commission | Morris Ave | Areawide | 0.000 | Planning, Research & Design | Air quality program | | | NI | Programmed | 23-26 | \$90,000 | \$0 | \$22,500 | \$112,500 | CM | \$112,500.00 | | | | | N/A | 10/01/2025 | | | | Phase Added | | Pending | |
| 2025 | Local | 214247 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Norton Shores | US-31 N/Pontaluna Ra | Harvey/Pontaluna | 0.000 | Traffic Safety | Traffic Signal upgrade | | | CON | Programmed | 23-26 | \$113,600 | \$0 | \$33,400 | \$147,000 | CM | \$183,750.00 | | | | | N/A | 10/11/2024 | 12/06/2024 | | | Phase Added | | Pending | |
| 2024 | Local | 214287 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Montague | Cook St | Stanton Blvd. to Eilers Rd. | 0.497 | Reconstruction | Crush and shape with improved storm drainage | | | CON | Programmed | 23-26 | \$385,000 | \$0 | \$96,250 | \$481,250 | STUL | \$601,563.00 | | | | | N/A | 10/06/2023 | 12/01/2023 | | | Phase Added | | Pending | |
| 2026 | Local | 214303 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Whitehall Rd | Fruitvale Road to Skeels Road | 1.931 | Road Rehabilitation | Cold mill existing road surface. | | | CON | Programmed | 23-26 | \$385,000 | \$0 | \$365,214 | \$750,214 | STUL | \$870,527.00 | | | | | N/A | 10/10/2025 | 12/05/2025 | | | | | Pending | |
| 2025 | Local | 214367 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Michillinda Rd | from Zellar Road to Scenic Drive | 3.240 | Road Capital Preventive Maintenance | One Course Asphalt Overlay | | | CON | Programmed | 23-26 | \$783,000 | \$0 | \$195,750 | \$978,750 | STL | \$1,018,750.00 | | | | | N/A | 12/13/2024 | 02/07/2025 | | | Phase Budget equal or over 24% | | Pending | |
| 2026 | Local | 214369 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Bailey Rd | from Ravenna Rd to Squires Rd | 2.466 | Road Rehabilitation | Crush and Shape and Asphalt Resurfacing | | | CON | Programmed | 23-26 | \$799,000 | \$0 | \$11,307 | \$810,307 | STL | \$1,075,000.00 | | | | | N/A | 12/12/2025 | 02/06/2026 | | | | | Pending | |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|-------------------------|----------|--------|---|----------|--------------------|------------------|--|--------|---------------------|---------------------|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--|----------|--------------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | Local | 215196 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon Heights | Broadway Ave | Hoyt to Sanford | 0.312 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$564,000 | \$0 | \$282,120 | \$846,120 | STUL | \$1,022,395.00 | | | | | N/A | 10/06/2023 | | 12/01/2023 | | | | | Pending |
| 2024 | Local | 215556 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon | Southern Ave | Lakeshore to Division | 0.562 | Reconstruction | Reconstruct | | | CON | Programmed | 23-26 | \$831,700 | \$0 | \$1,215,100 | \$2,046,800 | STUL | \$2,494,750.00 | | | | | N/A | 10/06/2023 | | 12/01/2023 | | Phase Added | | | Pending |
| 2024 | Local | 215559 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Airline Rd | Hile Road to US-31 NB Overpass | 0.433 | Reconstruction | Reconstruct | | | CON | Programmed | 23-26 | \$392,000 | \$0 | \$113,000 | \$505,000 | STUL | \$625,000.00 | | | | | N/A | 10/06/2023 | | 12/01/2023 | | | Projects were selected and approved by the WestPlan MPO Committees at their January 2022 MPO meetings. | Pending | |
| 2024 | Local | 215561 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ottawa County | W Spring Lake Rd | Multiple Locations, Ottawa County | 2.311 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$400,000 | \$0 | \$275,000 | \$675,000 | STUL | \$843,750.00 | | | | | N/A | 10/06/2023 | | 12/01/2023 | | | Projects were selected and approved by the WestPlan MPO Committees at their January 2022 MPO meetings. | Pending | |
| 2025 | Local | 215671 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ferrysburg | 168th Ave | West Spring Lake Road to VanWagoner Road | 0.595 | Reconstruction | Reconstruct | | | CON | Programmed | 23-26 | \$450,000 | \$0 | \$518,310 | \$968,310 | STUL | \$1,194,313.00 | | | | | N/A | 10/11/2024 | | 12/06/2024 | | | | | Pending |
| 2025 | Local | 215674 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Grand Haven | Fulton Ave | N 1st Street to N 5th Street | 0.350 | Reconstruction | Reconstruct | | | CON | Programmed | 23-26 | \$1,028,704 | \$0 | \$1,615,261 | \$2,643,965 | STUL | \$2,988,865.00 | | | | | N/A | 10/11/2024 | | 12/06/2024 | | Phase Added | | | Pending |
| 2025 | Local | 215731 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | North Muskegon | Ruddiman Dr | Linderman Blvd to Bear Lake Bridge | 1.103 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$260,000 | \$0 | \$125,385 | \$385,385 | STUL | \$481,732.00 | | | | | N/A | 10/11/2024 | | 12/06/2024 | | | Approved by MPO committees at their January 2022 meetings. | Pending | |
| 2026 | Local | 215733 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon | Irwin Ave | Peck Street to Nims Ave | 0.627 | Reconstruction | Reconstruct | | | CON | Programmed | 23-26 | \$800,000 | \$0 | \$818,800 | \$1,618,800 | STUL | \$1,844,800.00 | | | | | N/A | 10/10/2025 | | 12/05/2025 | | Phase Added | | | Pending |
| 2025 | Local | 215735 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Roosevelt Park | Maple Grove Rd | 40' South of Broadway Ave centerline to 69' north of Norton Ave centerline | 0.722 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$232,000 | \$0 | \$58,000 | \$290,000 | STUL | \$362,500.00 | | | | | N/A | 10/11/2024 | | 12/06/2024 | | | Approved by MPO committees at their January 2022 meetings. | Pending | |
| 2025 | Local | 215738 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Ottawa County | Lincoln St | US-31 to 144th Avenue | 2.851 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$784,000 | \$0 | \$196,000 | \$980,000 | STUL | \$1,232,350.00 | | | | | N/A | 10/11/2024 | | 12/06/2024 | | | Approved by MPO committees at their January 2022 meetings. | Pending | |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|----------------------------|-------------|--------|---|----------|--|--------------|---|--------|--|---|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|--|--------------|
| S/TIP Line items | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 | Local | 215759 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Montague | Wilcox St | Old Channel Trail to Cook Street | 0.281 | Reconstruction | Reconstruction | | | CON | Programmed | 23-26 | \$180,000 | \$0 | \$61,700 | \$241,700 | STUL | \$359,700.00 | | | | | N/A | 10/10/2025 | 12/05/2025 | | | Phase Added | | MPO Approval at the January 2022 meetings | Pending |
| 2026 | Local | 215761 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County | Evanston Ave | Mill Iron to Wolf Lake Road | 2.450 | Road Rehabilitation | Resurface | | | CON | Programmed | 23-26 | \$837,480 | \$0 | \$229,370 | \$1,066,850 | STUL | \$1,144,850.00 | | | | | N/A | 10/10/2025 | 12/05/2025 | | | Phase Added | | | Pending |
| 2026 | Local | 215762 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Norton Shores | McCracken St | Norton Avenue to Boneville Drive | 0.512 | Reconstruction | Reconstruction | | | CON | Programmed | 23-26 | \$990,520 | \$0 | \$1,386,480 | \$2,377,000 | STUL | \$3,089,000.00 | | | | | N/A | 10/10/2025 | 12/05/2025 | | | Phase Added | | MPO Approval at the January 2022 meetings | Pending |
| GPA Type Subtotals: | | | | | | | | | | | | | | | | \$62,966,341 | \$9,772,639 | \$12,699,685 | \$85,438,662 | | | | | | | | | | | | | | | |
| Transit Capital | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | Multi-Modal | 205207 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Harbor Transit Service Area | 0.000 | SP1101-<30 foot replacement bus with or without lift | Bus Replacement FY 2023 | | | NI | Programmed | 20-23 | \$130,000 | \$32,500 | \$0 | \$162,500 | CM | \$162,500.00 | Adjustment | 03/13/2019 | | | 09/29/2023 | | | | | | | Approved | |
| 2023 | Multi-Modal | 205212 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | MATS service area | 0.000 | SP1103-35-39 foot replacement bus with or without lift | Heavy duty replacement bus | | | NI | Programmed | 20-23 | \$285,000 | \$71,250 | \$0 | \$356,250 | CM | \$356,250.00 | | | 06/19/2019 | 10/02/2019 | 10/01/2019 | 09/29/2023 | | | | | | Approved | |
| 2023 | Multi-Modal | 205213 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | MATS service area | 0.000 | SP1103-35-39 foot replacement bus with or without lift | Heavy duty replacement bus FY 2023 #1 | | | NI | Programmed | 20-23 | \$354,239 | \$88,560 | \$0 | \$442,799 | CM | \$782,869.00 | Admin Modification | 03/08/2022 | | | 09/29/2023 | | | | | | Approved | | |
| 2023 | Multi-Modal | 206113 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | AgeWell Services of West Michigan | Webster Ave | 313 West Webster Avenue, Muskegon, Michigan 49440 | 0.000 | 1110-Bus Rolling Stock | Replacement Vehicals (6) | | | NI | Abandoned | 20-23 | \$179,200 | \$44,800 | \$0 | \$224,000 | 5310 | \$0.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | Submitted by Red Cross for FY2020-2023 TIP | Approved |
| 2023 | Multi-Modal | 206761 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | 440 N Ferry Street | 0.000 | SP1101-<30 foot replacement bus with or without lift | Purchase one replacement bus | | | NI | Programmed | 20-23 | \$65,000 | \$16,250 | \$0 | \$81,250 | 5339 | \$81,250.00 | Admin Modification | 01/29/2020 | | N/A | | 09/29/2023 | | | | | | Approved | |
| 2023 | Multi-Modal | 206762 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | 440 N Ferry Street Grand Haven MI | 0.000 | SP1103-35-39 foot replacement bus with or without lift | Purchase one replacement bus | | | NI | Abandoned | 20-23 | \$104,000 | \$26,000 | \$0 | \$130,000 | 5307 | \$0.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | Approved | |
| 2023 | Multi-Modal | 206934 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources - Muskegon | Wesley Ave | 601 Terrace, Suite 100 Muskegon MI | 0.000 | 1110-Bus Rolling Stock | Replacement buses, six medium duty with lifts | | | NI | Programmed | 20-23 | \$480,000 | \$120,000 | \$0 | \$600,000 | 5310 | \$600,000.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | Approved | |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|------------------------|-------------|--------|---|----------|--|-----------------|--|--------|---|--|-----|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|---|----------|--------------|
| Transit Capital | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | Multi-Modal | 206979 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Wesley Ave | 601 Terrace, Suite 100 Muskegon MI | 0.000 | 6410-5310 Projects | Regional Mobility management | | | NI | Programmed | 20-23 | \$4,000 | \$1,000 | \$0 | \$5,000 | 5310 | \$5,000.00 | Admin Modification | 05/05/2022 | | N/A | | 09/29/2023 | | | | | | | Approved |
| 2023 | Multi-Modal | 207051 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | 2624 Sixth Street | 0.000 | SP1410-misc support equipment (explanation must be provided in work detail) | Support equipment | | | NI | Programmed | 20-23 | \$40,000 | \$10,000 | \$0 | \$50,000 | 5307 | \$50,000.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | | Approved |
| 2023 | Multi-Modal | 207061 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | 2624 Sixth Street | 0.000 | 6410-5310 Projects | Mobility management | | | NI | Programmed | 20-23 | \$140,000 | \$35,000 | \$0 | \$175,000 | 5310 | \$175,000.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | | Approved |
| 2023 | Multi-Modal | 207063 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | 2624 Sixth Street | 0.000 | SP1410-misc support equipment (explanation must be provided in work detail) | Support equipment and one bus | | | NI | Programmed | 20-23 | \$101,222 | \$25,306 | \$0 | \$126,528 | 5339 | \$270,278.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | | Approved |
| 2023 | Multi-Modal | 207063 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | 2624 Sixth Street | 0.000 | SP1103-35-39 foot replacement bus with or without lift | Support equipment and one bus | | | NI | Programmed | 20-23 | \$115,000 | \$28,750 | \$0 | \$143,750 | 5339 | \$270,278.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | | | Approved |
| 2023 | Multi-Modal | 207079 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Goodwill Industries of West Michigan | M-46 | 271 East Apple Avenue, Muskegon Michigan 49442 | 0.000 | 1110-Bus Rolling Stock | Bus Replacement and Bus Purchase | | | NI | Programmed | 20-23 | \$97,998 | \$24,500 | \$0 | \$122,498 | 5310 | \$122,498.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | Submitted by Goodwill for the FY2020-2023 TIP | Approved | |
| 2026 | Multi-Modal | 214053 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | Transit Capital | Areawide | 0.000 | SP1705-public outreach/marketing | FY 26 5307 CMAQ Outreach and Marketing | | | NI | Programmed | 23-26 | \$85,568 | \$21,392 | \$0 | \$106,960 | CM | \$106,960.00 | | | | | 09/30/2026 | | | | | GPA over or over 25% | | Pending | |
| 2024 | Multi-Modal | 214096 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Location to be determined | 0.000 | SP1201-admin/maintenance facility construction | FY24 CMAQ 5307 Flex Construct new transit facility | | | NI | Programmed | 23-26 | \$758,494 | \$189,623 | \$0 | \$948,117 | CM | \$948,117.00 | | | | | 09/30/2024 | | | | | GPA over or over 25% | | Pending | |
| 2025 | Multi-Modal | 214102 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | 0.000 | SP1201-admin/maintenance facility construction | FY25 CMAQ 5307 Construct new transit facility | | | NI | Programmed | 23-26 | \$516,357 | \$129,089 | \$0 | \$645,446 | CM | \$645,446.00 | | | | | 09/30/2025 | | | | | GPA over or over 25% | Job paired with JN 215767, Carbon reduction funding replacing decrease in CMAQ. | Pending | |



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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | ACC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|------------------------|-------------|--------|---|----------|--|-------------------|----------|--------|--|---|---------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|--|--------------|
| Transit Capital | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 | Multi-Modal | 214301 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | Transit Capital | Areawide | 0.000 | SP1103-39 foot replacement bus with or without lift | FY2026 CMAQ 5307 Heavy Duty bus replacement | | | NI | Programmed | 23-26 | \$345,816 | \$86,454 | \$0 | \$432,270 | CM | \$432,270.00 | | | | | 09/30/2026 | | | | | GPA over or over 25% | | Federal amount adjusted per MDOT 2022 revised allocations. Difference will be added to new Carbon Reductions project to offset cost reduction. | Pending |
| 2024 | Multi-Modal | 215479 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | 0.000 | SP1101-<30 foot replacement bus with or without lift | FY 2025 - SECTION 5307 TRANSIT CAPITAL - <30 ft replacement bus | | | NI | Programmed | 23-26 | \$264,000 | \$66,000 | \$0 | \$330,000 | 5307 | \$330,000.00 | | | | N/A | 09/30/2024 | | | | | GPA over or over 25% | | | Pending |
| 2024 | Multi-Modal | 215553 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | AREAWIDE | 0.000 | SP1101-<30 foot replacement bus with or without lift | FY 2024 5307 <30 FOOT REPLACEMENT BUS | | | NI | Programmed | 23-26 | \$264,000 | \$66,000 | \$0 | \$330,000 | 5307 | \$330,000.00 | | | | N/A | 09/30/2024 | | | | | GPA over or over 25% | | | Pending |
| 2024 | Multi-Modal | 215575 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | AREAWIDE | 0.000 | SP1101-<30 foot replacement bus with or without lift | FY 2024 5339 - Capital - <30 ft replacement bus | | | NI | Programmed | 23-26 | \$61,270 | \$15,317 | \$0 | \$76,587 | 5339 | \$76,587.00 | | | | N/A | 09/30/2024 | | | | | GPA over or over 25% | | | Pending |
| 2025 | Multi-Modal | 215579 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | AREAWIDE | 0.000 | SP1106-<30 foot expansion bus with or without lift | FY 2025 5307 <30 ft expansion bus | | | NI | Programmed | 23-26 | \$264,000 | \$66,000 | \$0 | \$330,000 | 5307 | \$330,000.00 | | | | N/A | 09/30/2025 | | | | | GPA over or over 25% | | | Pending |
| 2025 | Multi-Modal | 215584 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | AREAWIDE | 0.000 | SP1101-<30 foot replacement bus with or without lift | FY 2025 5339 <30 ft replacement bus | | | NI | Programmed | 23-26 | \$62,495 | \$15,624 | \$0 | \$78,119 | 5339 | \$78,119.00 | | | | N/A | 09/30/2025 | | | | | GPA over or over 25% | | | Pending |
| 2026 | Multi-Modal | 215586 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operating | AREAWIDE | 0.000 | SP1106-<30 foot expansion bus with or without lift | FY 2026 5307 Operating CTF Urbanized Formula | | | NI | Programmed | 23-26 | \$264,000 | \$66,000 | \$0 | \$330,000 | 5307 | \$330,000.00 | | | | N/A | 09/30/2026 | | | | | GPA over or over 25% | | | Pending |
| 2026 | Multi-Modal | 215588 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | AREAWIDE | 0.000 | SP1101-<30 foot replacement bus with or without lift | FY 2026 5339 <30 ft replacement bus | | | NI | Programmed | 23-26 | \$63,745 | \$15,936 | \$0 | \$79,681 | 5339 | \$79,681.00 | | | | N/A | 09/30/2026 | | | | | GPA over or over 25% | | | Pending |
| 2024 | Multi-Modal | 215742 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | 0.000 | SP1201-admin/maintenance facility construction | FY24 Carbon Reduction Flex New facility | | | NI | Programmed | 23-26 | \$57,074 | \$14,269 | \$0 | \$71,343 | CRSM | \$71,343.00 | | | | | 10/02/2023 | | | | | GPA over or over 25% | | Job paired with JN 214096, Carbon reduction funding replacing decrease in CMAQ | Pending |



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|----------------------------|-------------|------------------------|---|----------|--|-------------------|------------------------------------|--------|--|---|-----|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|--------------------|-----------------------------|--------------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|---|---|--------------|
| Transit Capital | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | Multi-Modal | 215757 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | Transit Capital | MATS Service Area | 0.000 | SP1103-35-39 foot replacement bus with or without lift | FY23 Carbon Reduction Flex Heavy Duty Bus Replacement #1 | | | NI | Programmed | 20-23 | \$45,761 | \$11,440 | \$0 | \$57,201 | CRSM | \$57,201.00 | Admin Modification | 03/08/2022 | | | | 10/03/2022 | | | | | | MPO Approved Carbon Reduction project to offset reduction of original CMAQ programmed funding | Approved |
| 2025 | Multi-Modal | 215767 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Capital | Areawide | 0.000 | SP1204-bus terminal facility construction | FY25 Carbon Reduction Flex New transit facility | | | NI | Programmed | 23-26 | \$55,643 | \$13,911 | \$0 | \$69,554 | CRSM | \$69,554.00 | | | | | 10/01/2024 | | | | | | Job paired with Pending JN 214102 Carbon reduction funding replacing decrease in CMAQ. | Pending | |
| 2026 | Multi-Modal | 215768 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | Transit Capital | Area-Wide | 0.000 | SP1103-35-39 foot replacement bus with or without lift | FY25 CMAQ 5307 Heavy Duty Bus Replacement 35' Bus | | | NI | Programmed | 23-26 | \$54,184 | \$13,546 | \$0 | \$67,730 | CRSM | \$67,730.00 | | | | | 10/01/2025 | | | | | GPA over or over 25% | Project added to Pending offset CMAQ reduction for project #214301 (amount \$54184 federal) | Pending | |
| GPA Type Subtotals: | | Transit Capital | | | | | | | | | | | | | | | \$5,258,066 | \$1,314,517 | \$0 | \$6,572,583 | | | | | | | | | | | | | | |
| Transit Operating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | Multi-Modal | 205205 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Harbor Transit service area | 0.000 | SP1705-public outreach/marketing | FY 2023 Outreach and marketing | | | NI | Programmed | 20-23 | \$24,900 | \$6,225 | \$0 | \$31,125 | CM | \$31,125.00 | Adjustment | 03/13/2019 | | | | 09/29/2023 | | | | | | Approved | |
| 2023 | Multi-Modal | 206949 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Wesley Ave | 601 Terrace, Suite 100 Muskegon MI | 0.000 | 6470-New Freedom Projects | New freedom | | | NI | Programmed | 20-23 | \$79,530 | \$0 | \$79,530 | \$159,060 | 5310 | \$159,060.00 | Admin Modification | 05/05/2022 | | N/A | | 09/29/2023 | | | | | Correction to funding split: 50/50 Fed/Local | Approved | |
| 2023 | Multi-Modal | 206963 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources - Muskegon | Wesley Ave | 601 Terrace, Suite 100 Muskegon MI | 0.000 | 6460-JARC Projects | JARC | | | NI | Programmed | 20-23 | \$46,585 | \$46,585 | \$0 | \$93,170 | 5311 | \$93,170.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | Correction to funding split: 50/50 Fed/State | Approved | |
| 2023 | Multi-Modal | 207044 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | 2624 Sixth Street | 0.000 | SP3000-operating except JARC and New Freedom | Operating assistance for delivery of transit and paratransit services | | | NI | Programmed | 20-23 | \$1,777,156 | \$1,137,380 | \$639,776 | \$3,554,312 | 5307 | \$3,554,312.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | Approved | | |
| 2023 | Multi-Modal | 207049 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | 6th St | 2624 Sixth Street | 0.000 | 3000-Operating Assistance | operating assistance for the delivery of non-urban transit services | | | NI | Programmed | 20-23 | \$18,000 | \$18,000 | \$0 | \$36,000 | 5311 | \$36,000.00 | Adjustment | 03/13/2019 | | N/A | | 09/29/2023 | | | | | Approved | | |
| 2023 | Multi-Modal | 207682 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operating | areawide | 0.000 | SP3000-operating except JARC and New Freedom | Operating assistance | | | NI | Programmed | 20-23 | \$535,000 | \$0 | \$535,000 | \$1,070,000 | 5307 | \$1,070,000.00 | Admin Modification | 01/29/2020 | | N/A | | 09/29/2023 | | | | | Approved | | |



ALL PROJECT SEARCH - STANDARD REPORT

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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | ACC/ACC | Phase Year(s) | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status | | | | | | | | | | | |
|----------------------------|-------------|--------|---|----------|--|-------------------|----------|--------|----------------------------------|--|---------|---------------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|----------|--------------|--|--|--|--|--|--|--|--|--|--|--|
| Transit Operating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | Multi-Modal | 214097 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | Transit Capital | Areawide | 0.000 | SP1603-marketing | FY 2024 - CMAQ 5307 Transit outreach and marketing | | NI | Programmed | 23-26 | \$96,000 | \$24,000 | \$0 | \$120,000 | CM | \$120,000.00 | | | | | | 09/30/2024 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2025 | Multi-Modal | 214313 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Muskegon County Board of Commissioners | Transit Capital | Areawide | 0.000 | SP1705-public outreach/marketing | FY 2025 - CMAQ and 5307 Transit outreach and marketing | | NI | Programmed | 23-26 | \$120,000 | \$30,000 | \$0 | \$150,000 | CM | \$150,000.00 | | | | | | 09/30/2025 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2025 | Multi-Modal | 214606 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Transit Operating | Areawide | 0.000 | 6470-New Freedom Projects | FY2025 5310 New Freedom Operating | | NI | Programmed | 23-26 | \$79,530 | \$79,530 | \$0 | \$159,060 | 5310 | \$159,060.00 | | | | N/A | | 09/30/2025 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2024 | Multi-Modal | 215509 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Transit Operating | Areawide | 0.000 | 6460-JARC Projects | FY2024 5311-JARC Operating | | NI | Programmed | 23-26 | \$46,585 | \$46,585 | \$0 | \$93,170 | 5311 | \$93,170.00 | | | | N/A | | 09/30/2024 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2025 | Multi-Modal | 215512 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Transit Operating | Areawide | 0.000 | 6460-JARC Projects | FY2025-5311 JARC Operating | | NI | Programmed | 23-26 | \$46,585 | \$46,585 | \$0 | \$93,170 | 5311 | \$93,170.00 | | | | N/A | | 09/30/2025 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2024 | Multi-Modal | 215541 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Transit Operating | Areawide | 0.000 | 6470-New Freedom Projects | FY2024 5310 New Freedom Operating | | NI | Programmed | 23-26 | \$79,530 | \$79,530 | \$0 | \$159,060 | 5310 | \$159,060.00 | | | | N/A | | 09/30/2024 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2026 | Multi-Modal | 215543 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Transit Operating | Areawide | 0.000 | 6470-New Freedom Projects | FY2026 5310 New Freedom Operating | | NI | Programmed | 23-26 | \$79,530 | \$79,530 | \$0 | \$159,060 | 5310 | \$159,060.00 | | | | N/A | | 09/30/2026 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2026 | Multi-Modal | 215544 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Muskegon | Pioneer Resources | Transit Operating | Areawide | 0.000 | 6460-JARC Projects | FY2026 5311 - JARC Operating | | NI | Programmed | 23-26 | \$46,585 | \$46,585 | \$0 | \$93,170 | 5311 | \$93,170.00 | | | | N/A | | 09/30/2026 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2024 | Multi-Modal | 215567 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operating | AREAWIDE | 0.000 | 3000-Operating Assistance | FY 2024 5307 Operating CTF Urbanized Formula | | NI | Programmed | 23-26 | \$411,084 | \$0 | \$411,084 | \$822,168 | 5307 | \$822,168.00 | | | | N/A | | 09/30/2024 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2025 | Multi-Modal | 215581 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | AREAWIDE | 0.000 | 3000-Operating Assistance | FY 2025 5307 CTF Urbanized Formula | | NI | Programmed | 23-26 | \$424,586 | \$0 | \$424,586 | \$849,172 | 5307 | \$849,172.00 | | | | N/A | | 09/30/2025 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| 2026 | Multi-Modal | 215589 | West Michigan Metropolitan Transportation Planning Program (WESTPLAN) | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | AREAWIDE | 0.000 | 3000-Operating Assistance | FY 2026 CTF Urbanized Formula | | NI | Programmed | 23-26 | \$438,358 | \$0 | \$438,358 | \$876,716 | 5307 | \$876,716.00 | | | | N/A | | 09/30/2026 | | | | GPA over or over 25% | | Pending | | | | | | | | | | | | |
| GPA Type Subtotals: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Transit Operating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | \$4,349,544 | \$1,640,535 | \$2,528,334 | \$8,518,413 | | | | | | | | | | | | | | | | | | | | | | | | | |

Trunkline Bridge



ALL PROJECT SEARCH - STANDARD REPORT

Date: 06/09/2022

Fiscal Year(s) : 2023, 2024, 2025, 2026

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| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | AC/ACC | ACC Year(s) | Phase | Phase Status | S/TIP Cycle | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Total Job Cost Incl Non LAP | Action Type | Action Approval Date | Local Fed Approval Date | FHWA Approval Date | FTA Approval Date | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|-------------|----------|-------|-----|--------|--------------------|--------------|--------|--------|-------------------|---------------------|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|----------|--------------|
|-------------|----------|-------|-----|--------|--------------------|--------------|--------|--------|-------------------|---------------------|--------|-------------|-------|--------------|-------------|----------------------|------------------------|------------------------|------------------------|-------------|-----------------------------|-------------|----------------------|-------------------------|--------------------|-------------------|--------------------------|------------------------|-------------------|-----------------|------------------------|--------------|----------|--------------|

MDOT Region: ALL

STIP Cycle: Fiscal Year 2020 - Fiscal Year 2023

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Trunkline, Local, Multi-Modal

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Template: Trunkline - ALL, Local - ALL, Multi-Modal - ALL

Finance System: Trunkline - ALL, Local - ALL, Multi-Modal - ALL

RTF: ALL

Include S/TIP Exempt: No

Include Delayed to Future S/TIP Cycle:No