

Draft for Public Comment

Air Quality Conformity Analysis for Grand Rapids, MI Conformity Area (Kent and Ottawa Counties)

January 22, 2019

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1.0 Conformity

1.1 Introduction

Transportation conformity provisions of the Clean Air Act Amendments require metropolitan planning organizations (MPOs) make a determination that the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and projects conform to the State Implementation Plan (SIP) and regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS. A demonstration is conducted by comparing emissions estimates generated from implementation of LRTPs and TIPs for analysis years to the motor vehicle emissions budgets (MVEBs) contained in the maintenance SIP.

The purpose of this report is to document the process and findings of the transportation conformity analysis for the conformity area.

1.2 Conformity Area and Conformity

The conformity area 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).

Findings of the transportation conformity analysis are for projects contained within the conformity area for:

- GVMC 2040 LRTP,
- GVMC 2017-20 TIP,
- WestPlan 2040 LRTP,
- WestPlan 2017-20 TIP,
- MACC 2040 LRTP,
- MACC 2017-20 TIP, and
- STIP.

1.3 Conformity Finding

The staff of the GVMC, WestPlan, and MACC finds that the LRTPs and TIPs conform to the SIP for the 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document is subject to public comment periods. For GVMC that period is Feb. 27 - March 20, 2019; for WestPlan, Feb. 28 – March 20, 2019; and for MACC, March 5 – March 25, 2019. Comments received will be recognized and considered, and a response provided.

The MPO policy committee will make a formal conformity determination, through a resolution, at the GVMC Policy Committee on March 20, 2019; the WestPlan Policy Committee on March 20, 2019; and the MACC Policy Committee on March 25, 2019.

1.4 Results of Conformity Analysis

Conformity is demonstrated when the analysis-year emissions are equal to or less than the SIP budget. For the 1997 ozone standard, as shown in Table 1, the emission results for the analysis years show that the volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions are lower than the SIP budgets; thus, conformity for the ozone standard is demonstrated.

Table 1: Results of 1997 Ozone Standard Conformity Analysis

| Analysis Year | Emissions (tons/day) | |
|---------------|-------------------------|-------|
| | VOC | NOx |
| SIP Budget | 40.7 | 97.87 |
| 2020 | 10.02 | 11.27 |
| 2030 | 6.13 | 5.20 |
| 2040 | 4.34 | 3.22 |

2.0 Background and Attainment Status

2.1 Background

The Federal Clean Air Act Amendments of 1990 (CAAA) established rules to improve the air, protect public health, and protect the environment. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically.

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's SIP, which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan LRTP and the metropolitan TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that 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 Administration (FHWA) or Federal Transit Administration (FTA) funding or approval. The conformity process ensures emissions from LRTP, TIP, or projects are within acceptable levels specified within the SIP and meet the goals of the SIP.

Transportation conformity only applies to on-road sources and transportation-related pollutants: ozone, particulate matter (particulate sizes 2.5 and 10), nitrogen dioxide, and carbon monoxide.

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted but created when NO_x and VOC react with sunlight.

When the EPA revises a NAAQS, all areas of the country are evaluated to determine if monitored levels of the pollutant are at or below the standard; these areas are classified as attainment. If the pollutant level is above the standard, these areas are classified as nonattainment. MPOs in areas classified as nonattainment or maintenance must conduct conformity analysis on their transportation programs.

2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). Kent and Ottawa counties were designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment/maintenance, approving and finding adequate motor vehicle emissions budgets for VOC and NO_x for the year 2018.

Placing the area into maintenance, this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP, referred to as SIP budgets.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone standard, revoking the requirement to do transportation conformity for areas that were in maintenance.

On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements.

On Aug. 3, 2018, the EPA designated both Kent and Ottawa counties as attainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

On April 23, 2018, the FHWA, complying with the court's decision in *South Coast Air Quality Management District v. EPA*, started requiring areas in the country that were maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard to conduct conformity. Later, this was amended to give MPOs until Feb. 16, 2019 to make conformity determinations.

On Aug. 3, 2018, the EPA designated both Kent and Ottawa counties as attainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

2.3 SIP Budgets

The Grand Rapids Conformity Area has existing maintenance budgets from the 1997 ozone standard maintenance SIP. Regulations require use of these budgets to test against for the ozone standard. Emissions generated must be equal to or less than the SIP budgets, also referred to as the MVEB. MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the maintenance or nonattainment area. By showing emissions are below the MVEB, the LRTPs and TIP are conforming to the SIP.

3.0 Interagency Consultation

Consultation with federal, state, and local transportation authorities is conducted through the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Issues discussed include evaluating and choosing emission models and methods, determining regionally significant project definition, procedures for future MITC-IAWG meetings, and rules for reviewing projects.

An initial MITC-IAWG was held on Oct. 29, 2018, with a meeting to review projects held Dec. 18, 2018; individuals attended in person or by conference call. Summaries of the meetings and all interagency consultation correspondence related to this conformity is in Appendix A. Copies of this conformity analysis were sent to each MITC-IAWG member to review and comment.

4.0 Public Participation

The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPOs make a determination.

Formal public comment periods for the draft Air Quality Conformity Analysis will be held for GVMC Feb. 27 - March 20, 2019; for WestPlan Feb. 28 – March 20, 2019; and for MACC March 5 - 25, 2019. Public comments received and responses to those comments will be in Appendix B.

5.0 Modeled Project in Conformity Analysis

All projects in the LRTPs, TIP, and amendments were evaluated for inclusion in the analysis. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a complete list of the projects evaluated for, and included, in this analysis.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The conformity area is covered by three travel demand forecasting models: the GVMC, WestPlan, and MACC models. Each of these models were developed in TransCAD modeling software and using the latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), and speeds. Detailed documentation on each of these models is contained in separate documents available upon request.

6.1.2 GVMC Model

The GVMC model covers all of Kent County and the eastern part of Ottawa County. It was developed by GVMC and is a standard four-step model, with a base year of 2010 and horizon year of 2040. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census is the source of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

6.1.3 WestPlan Model

The WestPlan model covers all of Muskegon County and the northwest portion of Ottawa County. Only the part in Ottawa County is considered for this analysis. The model was developed

by MDOT and is a standard four-step model with time of day, a base year of 2010 and horizon year of 2040. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census is the source of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

6.1.4 MACC Model

The MACC model covers the greater Holland and Zeeland area and is half in Allegan County and half in Ottawa County. Only the part in Ottawa County is considered for this analysis. It was developed by MDOT and is a standard four-step model with time of day, a base year of 2010 and horizon year of 2040. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census is the sources of population and household data. Future socio-economic data for the horizon year was created using the Community Viz scenario planning tool. The scenario used for the horizon year was based off growth trends from the American Community Survey data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

6.1.5 Coding Travel Demand Model Links for NFC by Urban and Rural

For emission modeling, the National Functional Classification (NFC) system is used to determine the function of roads; however, NFCs after 2010 do not distinguish roads by urban and rural. The emission model, Motor Vehicle Emission Simulator (MOVES), requires roads to be classified as urban or rural. MOVES requires roads to be grouped into one of four road types: rural restricted, rural unrestricted, urban restricted, and urban unrestricted. To determine a road's urban or rural status, roads within the adjusted census urban boundary were considered urban and those outside as rural. NFCs designated as interstate and other freeways are considered restricted while all others are considered unrestricted. The Michigan Geographic Framework (GIS digital base map) was used to combine NFC with adjusted census urban boundary to generate MOVES road types for the network.

6.1.6 Highway Performance Monitoring System (HPMS)

The EPA and FHWA endorse HPMS as the source of VMT estimates. The travel demand modeling VMT is aggregated by NFC road types for the county then normalized to HPMS

data for the base year/ validation year of the travel demand models. Normalization factors were applied to all analysis years.

6.2 Analysis Years

Analysis years were determined by the MITC-IAWG. Projects requiring modeling are grouped into an analysis year based on the projects open to traffic date. Emissions are generated for each analysis year.

| Analysis Year | Reason |
|---------------|---|
| 2020 | Interim year (so analysis years not more than 10 years apart) |
| 2030 | Interim year (so analysis years not more than 10 years apart) |
| 2040 | Last year of long-range transportation plans |

7.0 Latest Planning Assumptions

7.1 Demographic Data

The most current and future assumptions developed or approved by the MPO were used in the development of the travel demand models. Table 2 shows base and future year population and employment by county from the travel demand models.

Table 2: Base and Future Year Population and Employment by County

| County | Population | | Employment | |
|---------------|------------|---------|------------|---------|
| | 2010 | 2040 | 2010 | 2040 |
| Kent County | 602,607 | 658,463 | 391,786 | 456,265 |
| | | | | |
| Ottawa County | 236,716 | 275,601 | 101,828 | 115,377 |

7.2 Vehicle Miles of Travel

Vehicle miles of travel (VMT) is one measure of travel. Current and future levels of travel and growth rates are provided in Table 3.

Table 3: Vehicle Miles of Travel and Growth Rate by County

| | Analysis year | | | |
|---------------|-------------------|------------|------------|------------|
| Kent County | Base Year 2010 | 2020 | 2030 | 2040 |
| VMT | 15,658,125 | 16,322,529 | 17,053,718 | 17,718,602 |
| Growth Rate | 1.000 | 1.042 | 1.089 | 1.132 |
| | Analysis year | | | |
| Ottawa County | Base Year 2010 | 2020 | 2030 | 2040 |
| VMT | 6,119,783 | 6,395,068 | 6,760,736 | 7,122,859 |
| Growth Rate | 1.000 | 1.045 | 1.105 | 1.164 |

7.3 Vehicle Hours of Travel

Vehicle hours of travel (VHT) is an indicator of congestion. Current and future levels are provided in Table 4.

Table 4: Vehicle Hours of Travel by County

| | Analysis year | | | |
|---------------|-------------------|---------|---------|---------|
| Kent County | Base Year 2010 | 2020 | 2030 | 2040 |
| VHT | 369,445 | 386,815 | 405,025 | 420,236 |
| | Analysis year | | | |
| Ottawa County | Base Year 2010 | 2020 | 2030 | 2040 |
| VHT | 159,205 | 161,559 | 172,970 | 183,176 |

7.4 Transportation Control Measures

There are no transportation control measures (TCMs) identified in the applicable state implementation plan. Thus, no measures are included at this time.

8.0 Emission Modeling

8.1 MOVES Specifications

The EPA's MOVES version MOVES2014b was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating a summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

8.2 Road Type Distribution

HPMS data is used to create MOVES road-type distribution fractions. County-level HPMS passenger data is used for motorcycle and passenger vehicles, and commercial HPMS is used for trucks and buses. HPMS VMT is aggregated to MOVES road types then converted to a fraction, generating a road-type distribution.

8.3 Average Speed

Speed distributions are created using a method developed by EPA for taking a single average speed and creating a distribution. The method generates an average speed fraction by MOVES road type, by day, by hour, and speed bin from speeds generated by the travel demand forecasting models. The same distribution is used for each vehicle type.

8.4 Ramp Fraction

The default VHT ramp fraction of 8 percent was used.

8.5 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's AADVT Converter-Tool MOVES 2014 was used to convert annual average daily VMT to annual VMT, monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

8.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database of 2012. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine intercity bus, refuse truck, single-unit truck, and combination truck categories. The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with plate type and company code is used to obtain MOVES vehicle types.

Future year vehicle population is based on growth in VMT from base year to analysis year. The growth rate is applied to all MOVES vehicle types. Table 3 shows the VMT for each analysis year and growth rate.

8.7 Vehicle Age Distribution

MOVES requires vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database of 2012 was the source of vehicle ages. Vehicle are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2012 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited numbers. Base-year age distribution fractions were used for all future years.

8.8 Other Local Data

The MOVES model provides input for other types of local data, if available. This conformity demonstration used default meteorology data since the budgets were developed using default data; thus, analysis should also. Lacking local data, defaults were used for hoteling (truck parking) and starts. The default fuel data is correct for Michigan.

9.0 Conclusion

Conformity has a two-step approval process. The MPOs must make a formal conformity determination through a resolution that the findings of this 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 EPA, issues a letter of concurrence with the determination.

The conformity analysis described here and conducted by MDOT, with support of GVMC, WestPlan, and MACC, concludes that the GVMC 2040 LRTP and 2017-20 TIP, and the parts of the WestPlan 2040 LRTP and 2017-20 TIP and the parts of the MACC 2040 LRTP and 2017-20 TIP contained in the conformity area, along with the rural projects in the STIP, meet all applicable requirements for conformity for the 1997 ozone standard; thus, it is recommended for approval by FHWA.

Table 5: MOVES Source Types from SOS Body Style, Plate Type, and Company Code

| MOVES Source Type | SOS Body Style, Plate Type, and Company Code |
|---|---|
| 11 – Motorcycles | Motorcycles |
| 21 – Passenger Cars | Two-Door Four-Door Convertible Roadster Low-Speed |
| 31 – Passenger Trucks | Station Wagon Pickup Van Hearse with Plate Type, Personal Ambulance with Plate Type, Personal Panel Van with Plate Type, Personal |
| 32 – Light Commercial Trucks | Pickup Commercial or Company Van Commercial or Company Hearse Commercial or Company Ambulance Commercial or Company Panel Van Commercial or Company Utility Truck Wrecker |
| 40 – Buses (MOVES: 41*, 42, 43) | Bus; Supplemented with Other Data Sources |
| 50 – Single-Unit Trucks* (MOVES: 51, 52, 53) | Dump Truck Mixer Truck Stake Truck |
| 54 – Motorhomes | Motorhome |
| 60 – Combination Trucks* (MOVES: 61, 62) | Tractor Trailer Tanker |

* The EPA default age distribution is applied to calculate individual MOVES Source Type categories.

Appendix A: Meeting Summary of the Interagency Workgroups

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Grand Rapids Conformity Area

Allegan County Nonattainment Area

Muskegon County Nonattainment Area

9 a.m. - Noon (EDT), Monday, Oct. 29, 2018

MDOT Grand Region Office, 1420 Front St., Grand Rapids MI 49504

In attendance:

| Name | Agency |
|------------------|---|
| Andrey Dewy | Federal Highway Administration (FHWA) |
| Breanna Bukowski | Michigan Department of Environmental Quality (MDEQ) |
| Kaitlyn Leffert | MDEQ |
| Michael Leslie | US Environmental Protection Agency (EPA) |
| Susan Weber | Federal Transit Administration (FTA) |
| Abed Itani | Grand Rapids MPO |
| Laurel Joseph | Grand Rapids MPO |
| George Yang | Grand Rapids MPO |
| Tim Burkman | Holland MPO |
| Carolyn Ulstad | Holland MPO |
| Elisa Hoekwater | Holland MPO |
| Any Haack | Muskegon MPO |
| Brain Mulnix | Muskegon MPO |
| Donna Wittl | Michigan Department of Transportation (MDOT) |
| Eric Mullen | MDOT |
| Dennis Kent | MDOT |
| Susan Rozema | MDOT |
| David Fairchild | MDOT |
| Ryan Gladding | MDOT |
| Tom Doyle | MDOT |
| Jon Roberts | MDOT |
| Tyler Kent | MDOT |
| Brian Sanada | MDOT |

Absent:

| | |
|------------------|------------------|
| Angelica Salgado | FTA |
| Steve Redmond | MDOT |
| Mark Kloha | MDOT |
| Andera Faber | Grand Rapids MPO |

Attendance at the meeting was in person or teleconferencing with web linking.


Materials distributed before the meeting:

- 1) Agenda
- 2) Exempt Project Excerpt from EPA Transportation Conformity Regulations – April 2012
- 3) 2016 Memorandum of Agreement Regarding Determination of Conformity of Transportation Plans, Programs, and Projects to State Implementation Plans
- 4) PM Hot-spot Analyses: FAQs
- 5) Link to information on Road Diets (agenda topic):
https://safety.fhwa.dot.gov/road_diets/
- 6) Link to conformity training:
https://www.fhwa.dot.gov/Environment/air_quality/conformity/training/sdtrain.cfm

This IAWG was for:

Grand Rapids Area (Kent and Ottawa counties) – 1997 ozone conformity area
Muskegon County – 2015 ozone nonattainment area and 1997 ozone conformity area
Allegan County – 2015 ozone nonattainment area and 1997 ozone conformity area

The interagency work group meeting was facilitated by slides. The slides are provided with a summary of discussion related to slide below it. Some slides had no discussion.



Michigan Transportation Conformity Interagency Workgroup for:
Grand Rapids Conformity Area
Allegan County Nonattainment Area
Muskegon County Nonattainment Area
October 29, 2018

Participants Introduction: Name and Agency

Regional Transportation conformity is required under CAA to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the air quality state implementation plan (SIP).

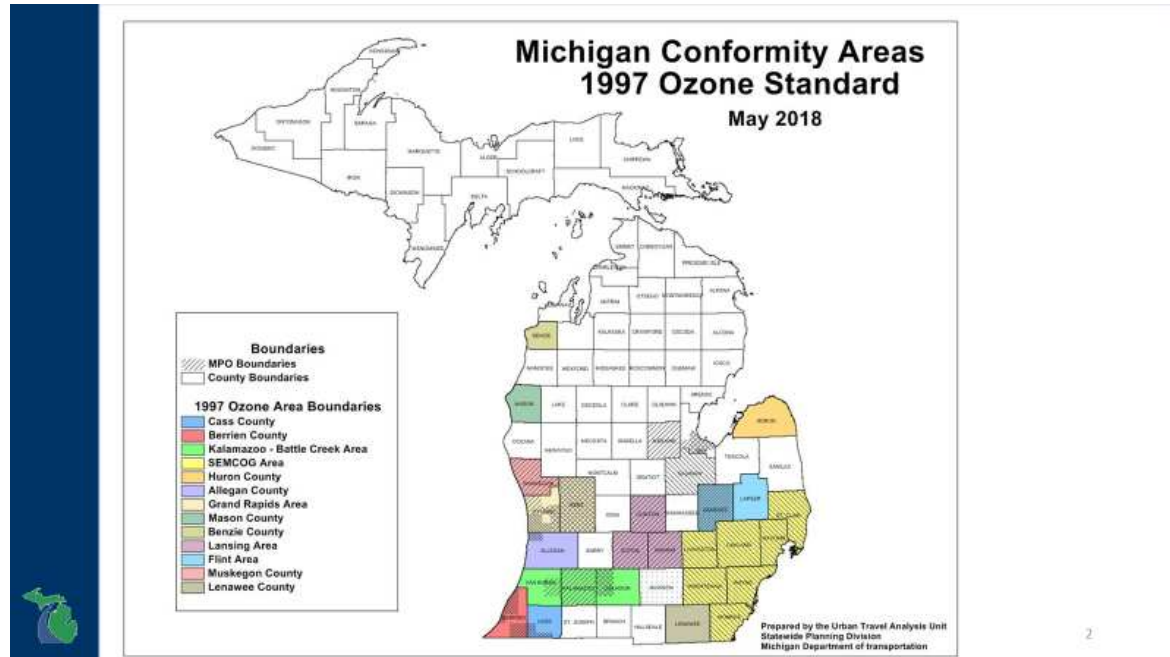
Interagency Workgroup:

- A **collaborative** process between agencies and organizations to decide and **reach agreement** on key elements of the **conformity** process
- Proves a forum for decision making
- Required by the Conformity Rule

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It was emphasized this is a collaborative process and the group was encouraged to ask questions and have a discussion. It was stated that the group was there to discuss the rules (plus maybe set them up) to evaluate the road projects in the LRTPs and TIPs, along with those projects in the rural area (outside the MPOs), to ensure emissions from on-road travel

are consistent with the goals of the SIP. It was discussed that the IAWG is evaluating projects from the LRTP and TIP and we are doing regional conformity. Project-level conformity is also called hot spot analysis. For ozone nonattainment areas, project-level conformity is not required.



The statement was made that only part of Muskegon County is a nonattainment area for the 2015 ozone standard and was confirmed to be true. However, since the whole county is considered a maintenance area for the anti-backsliding requirement for the 1997 ozone standard, we are addressing both standards at the county level.

Conformity Areas :

- 1) Grand Rapids Conformity Area = Kent and Ottawa Counties
 - 1997 ozone conformity Area
 - Grand Rapids TMA
 - Part of Muskegon MPO
 - Part of the Holland MPO
 - Part of the STIP
- 2) Allegan County
 - 2015 Ozone Nonattainment Area also 1997 Ozone Conformity Area
 - Part of the Holland MPO
 - Part of the STIP
- 3) Muskegon County
 - 2015 Ozone Nonattainment Area also 1997 Ozone Conformity Area
 - Muskegon MPO

Each of the three areas listed above have a separate budget and are separate nonattainment or conformity areas. There are budgets for nitrogen oxides (NOx) and volatile organic compounds (VOC). The budgets developed in 2007 will be used.

Brief History of Conformity For Areas :

- 2004 Designated nonattainment for 1997 ozone standard – all 3 areas
- 2007 Re-designated attainment/maintenance for 1997 ozone standard - Grand Rapids Area and Muskegon County
- 2010 Re-designated attainment/maintenance for 1997 ozone standard – Allegan County
- 2012 Designated attainment for 2008 ozone standard – entire state
- 2013 EPA partially revoked the 1997 ozone standard; maintenance areas not required to do transportation conformity
- 2015 EPA completely revoked 1997 ozone standard



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Brief History of Conformity for Areas cont. :

- 2018, April 23, Because of decision in the South Coast case FHWA/EPA requires former maintenance areas for the 1997 ozone standard to do conformity (Ended on September 17, 2018)
- 2018, Aug 3, Parts of Muskegon and Allegan Counties designated separate nonattainment areas for 2015 ozone standard. Kent and Ottawa Counties designated attainment.
- 2018, Sept 17, South Coast court decided to give former 1997 ozone maintenance areas until Feb 16, 2019 to have a conformity determination on LRTP & TIP.




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The group discussed the court's decisions. The status of the Grand Rapids conformity area is attainment but must do conformity for the remainder of the maintenance period, which is 10 years, because of anti-backsliding requirement. For the Grand Rapids TMA only, the LRTP update cycle will stay five years. It was stated a conformity finding needs to be in place on Feb. 16, 2019; that means having an approval letter from FHWA by that date. We will then be

doing conformity on the new TIPs in 2019. It was proposed to Grand Rapids TMA that, if they wanted, MDOT would run the emission model for conformity until Sept. 30, 2019, to assist the MPOs in meeting the February 2019 deadline and getting through the new TIP development. Grand Rapids TMA said they would take MDOT's offer. MDOT already does the modeling for Muskegon and Holland MPOs.

Discussion on what is being conformed. The LTRP, with all the projects from the TIP, are both conformed together. This gives a base, so moving forward can determine if projects would change the conformity analysis, thus requiring a new analysis to be conducted. Any amendment after conformity analysis is completed will need to be reviewed by the IAWG. The question was asked if the changes to the TIP would potentially change the conformity analysis. If all projects are exempt, then the conformity analysis is still valid and will not change.



**Michigan Transportation Conformity Interagency Workgroup
(MITC-IAWG)**

2016 MOA Regarding Determination of Conformity of
Transportation Plans, Programs, and Projects to State
Implementation Plans

Commonly known as the Transportation Conformity SIP

- Defines the roles,
- responsibilities,
- and regulations,
- and participating agencies for the IAWG.

Has everyone received a copy?

6

Everyone indicated they had received a copy of the Transportation Conformity SIP Memorandum of Agreement (MOA). The question was asked why SEMCOG was the only MPO who signed. The answer was because SEMCOG was the only nonattainment or maintenance area at the time the document was signed. Holland and Muskegon MPOs will need to sign the document because they are nonattainment areas for the 2015 ozone standard. Since the Grand Rapids TMA is in areas classified as "attainment," they don't have to sign the MOA. But these are the rules we use in Michigan for IAWGs. This provides for uniformity across the state, so all IAWGs are following the same format and rules. Most of the rules are included in the Transportation Conformity Rule, which will be referred to if needed. The Transportation Conformity SIP MOA provides an easier way to understand the rules and process.

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

Participating agencies:

For transportation conformity issues, the following agencies comprise the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG):

- United States Environmental Protection Agency (USEPA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Michigan Department of Environmental Quality (MDEQ)
- Michigan Department of Transportation (MDOT)
- Michigan Metropolitan Planning Organizations (MPOs) located in USEPA designated nonattainment and maintenance area with jurisdiction for LRTP



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Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

- Defines the roles:
 - TMA responsible in MPO area for:
 - Travel demand model
 - Running emission model
 - MDOT in non-TMA areas responsible for:
 - Travel demand model
 - Running emission model
- Defines the responsibilities: lead agency for activities
- Defines the regulations:
 - How this is enforceable
 - Conflict resolution process



8

The question was asked if there was an update chapter for the conformity analysis. We are trying to develop a standard conformity analysis document that can be used throughout the state. The document is currently a work in progress. This standard document will allow the air quality information or chapter in the LRTP to contain more than just the conformity analysis.

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

The MITC-IAWG is a work group for transportation conformity issues :

- makes technical and policy decisions
- comprised of technical staff

One of the main functions of the IAWG is the evaluation of projects for conformity analysis

Conformity analysis is where projects are evaluated to determine if they will cause an exceedance of the NAAQS.

Transportation Planning tools subject to conformity:

- LRTP and amendments
- TIP and amendments
- projects



9

One of the main functions of the IAWG is to evaluate projects for the conformity analysis. The projects from the LRTP and TIP are evaluated for conformity. We are doing regional conformity – conformity must be determined every four years. Conformity must be determined before federal approval or acceptance of a project. Feb. 16, 2019, is the due date for areas to have completed a conformity analysis and start the four-year time clock for conformity for the 1997 ozone areas.

Conformity Applies to:

Federal Projects:

- Projects receiving or proposed to get federal funds From Federal –Aid Highway program or Federal mass transit program
- or
- Require federal approval by either FHWA or FTA for any part of the project
 - approval could be a connection to an interstate or deviation from design standard

Non-Federal Projects:

- If defined as “regionally significant for air quality”



10

The question was asked if an amendment is for a small project, for example to receive funds for a transit bus shelter, would that still trigger the process. The answer is yes. All projects in amendments should be evaluated for exempt or non-exempt status by the IAWG. Projects that are exempt will not be required to be included in a conformity analysis or trigger a conformity analysis. Later, we will talk about which projects are exempt.

Non-federal projects only need to be included in regional conformity analysis if determined to be regionally significant for air quality.

Air Quality Regionally Significant Projects:

To determine which non-federal projects need to be included in a conformity analysis regardless of funding source

Conformity regulation definition:

Transportation project on a facility which serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, transportation terminals) and

would normally be included in the travel demand model.

At a minimum includes principal arterials (national functional classification 1,2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.



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The question was asked if this definition is the same as the one the MPOs were asked to submit to MDOT statewide planning staff. The answer was no, they are for completely different reasons.

Projects that are 100 percent state or local funded, and do not require any federal approval, are not required to be included in the conformity analysis unless determined to be regionally significant for air quality. The IAWG can make the definition more stringent but not less. The question was asked what NFC 1, 2, and 3 are. Interstates are 1, other principle freeways and expressways are 2, and other principal arterials are 3. How does IAWG want to define regionally significant for air quality? The group agreed to this definition. Regionally significant projects need to be modeled in conformity but won't trigger a conformity analysis.

Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 2—Exempt Projects 93.126

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions. Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125). Fencing.
- Skid treatments.
- Safety roadside rest areas. Adding medians.
- Truck climbing lanes outside the urbanized area. Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.



12

All projects need to be evaluated to determine if they need to be included in a conformity analysis. The evaluation also determines if the project is exempt or non-exempt. If a project is classified as exempt, it does not need to be included in the conformity analysis. One of the main tasks of the IAWG is to determine if a project is exempt, thus the project does not need to be included (meaning modeled) in the conformity analysis. The Table 2 slide shows projects that have a minor or limited impact on air quality. It is important to understand why a project is exempt.

There was some confusion because the slide did not have pavement resurfacing and/or rehabilitation on a separate line, as it is shown on the information provided before the meeting. There were questions asking if resurfacing and rehabilitation projects are exempt. Yes, they are exempt. A follow-up question was asked, with that being the case, if it does not have to go through IAWG. No, they do have to go through the IAWG, but they don't have to have a conformity analysis done on them. The question was asked if "pavement rehabilitation" meant reconstruction. Yes, if it is being reconstructed to the same configuration as before and there is no change in capacity.

Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 2 continued —Exempt Projects 93.126

Mass Transit

- Operating assistance to transit agencies.
- Purchase of support vehicles.
- Rehabilitation of transit vehicles.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.



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Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 2 continued —Exempt Projects 93.126

Air Quality

- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

Other

- Specific activities which do not involve or lead directly to construction, such as:
 - Planning and technical studies.
 - Grants for training and research programs.
 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 - Federal-aid systems revisions.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.



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Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 3 — Exempt Projects From Regional Conformity Analysis but not Project-level 93.127

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.
- Examples of : Intersection channelization projects:
 - Traffic circles
 - Addition of right turn lane or left turn lane at an intersection, individual lane length less than half a mile; usually not in travel demand model

93.128 Traffic Signal Synchronization Projects

- Non-exempt but not trigger a conformity analysis
- In Michigan the travel demand models can't model these projects



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Table 3 lists project that are exempt from regional conformity but not project-level. Project-level is a more detailed analysis. The projects on this list have more local impacts on air quality than regional. We are doing regional conformity. Project-level is also called hot spot. Ozone nonattainment areas do not need to do project-level analysis. The question was asked why traffic signal synchronization projects are non-exempt. The answer is since a number of these projects are linked together, they would create an air quality benefit.

Exempt Projects: FHWA & EPA Clarifies Interpretations in 2017

Added to Table 2 —Exempt Projects 93.126 in 2017:

- Auxiliary lane if less than one mile in length
 - Justification: Projects that correct, improve, or eliminate a hazardous location or feature
- Ramp metering
 - Justification: Projects that correct, improve, or eliminate a hazardous location or feature
- Road diets – In Michigan need further discussion, will hold statewide IAWG
 - Justification: Projects that correct, improve, or eliminate a hazardous location or feature or if safety project: Highway Safety Improvement Program implementation



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Project Phases and Proposed Projects:

- Project phase affects exempt vs non-exempt status
 - Projects have to have enough detail to be modeled with the travel demand model
 - Projects are model based on year the project will be open to traffic
 - Most job phases are exempt except construction
 - CON = Construction
 - EPE = Early preliminary engineering (used for scoping before design)
 - NI = Non-infrastructure (projects not involving physical construction of transportation facility or assets)
 - PE = Preliminary engineering
 - ROW = Right-of-way
 - SUB = Sub-surface engineering
 - T-CAP = Transit capital
- Have projects had a significant change in design and scope
- For LRTP want to bring forward proposed projects
 - Projects need to have sufficient detail to determine conformity

17

The question was asked if an MPO should include all projects on their lists, both within financial constraint and not financially constrained, when the air quality analysis is run. No, the projects need to be financially constrained. As a project moves from design to build, its status as exempt can change.

IAWG Decisions:

- When travel demand model is run for conformity analysis all projects that can be modeled in the travel demand model will be modeled regardless of exempt status
 - Discussion : General practice in Michigan
- Treating an otherwise exempt project as non-exempt
 - Discussion:
- Allowing non-exempt projects that require conformity to proceed but will be modeled the next time a conformity analysis is conducted
 - Discussion:
 - Non-federal project that is regionally significant

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The question was asked if Grand Rapids would need to include its BRT (bus rapid transit) in their travel demand model even though the other two MPOs do not have a BRT. Yes, Grand Rapids should include it in their travel demand model runs.

Analysis Years and Budget Test :

Analysis

Year

Reason

| | |
|--|---|
| 2010 | Validation year of Grand Rapids, Muskegon, Holland, and Statewide travel demand models (base year) |
| 2018 | Grand Rapids Area and Muskegon County budget year for maintenance plan from 1997 ozone standard (will stop being an analysis year after calendar year 2018). Each area has a separate budget. |
| 2020 | Interim year (so analysis years not more than ten years apart) |
| 2021 | Allegan County budget year for maintenance plan from 1997 ozone standard |
| 2030 | Interim year (so analysis years not more than ten years apart) |
| 2040 | Last year of the Grand Rapids, Muskegon, Holland long range transportation plan |
| Conformity Test: Use existing maintenance budgets from SIP for 1997 ozone standard | |



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The emission generated from the conformity analysis must be equal or less than the budget or otherwise known as the MVEB. The MVEB is the portion of the total allowable emissions in the area allocated to highway and transit vehicle. By being below the SIP budget, the L RTP and TIP are conforming to the SIP. For Kent and Ottawa counties, the budget is the combined emissions for both. The MOVES model (the emissions model) generates emissions at the county level. The emission budget will stay the same until a second maintenance plan is developed. It was emphasized the conformity analysis needs to be done on the current L RTPs and TIPs.

There was discussion whether or not Grand Rapids should use their new travel demand model that is being developed now. They should wait to use it until the other two areas, Holland and Muskegon, complete their new travel demand models. So, the three models will have the same base year. This will assist in the emission modeling for Ottawa County which contains part of all three MPOs. Allegan County will need to have the 2021 analysis year, so the Holland projects in Allegan County will have slightly different analysis years from those in Ottawa County.

Conformity for LRTP or TIP Amendments:

The Conformity Regulations specify:

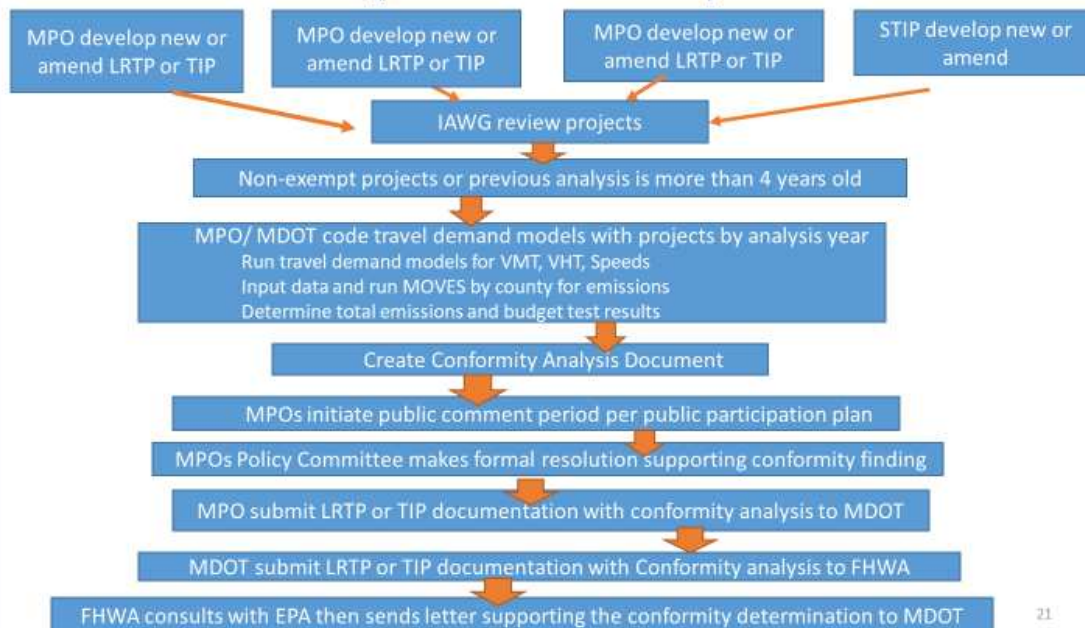
1. Amendment to only add or delete exempt project - not require new conformity analysis
 2. Amendment adds or deletes non-exempt project - require new conformity analysis
 3. Administrative modifications – not require new conformity analysis
- General Practice:
 - Moving projects within analysis year groups – not require new conformity analysis
 - **All projects need to be reviewed by the IAWG**



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The question was asked if all projects need to be presented to the IAWG every time the MPO does an amendment. The answer is yes, even if they are on the exempt list. It is the job of IAWG to determine that. Because we are starting the process with some projects having already been determined to be part of an administrative modification list, all projects on that list should be evaluated for exempt or non-exempt status. Then, if an amendment is an administrative modification, it would be exempt.

Transportation Conformity Process:



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The timeframe to do a conformity analysis was discussed, estimating it will take 60 days from IAWG meeting to start of public comment period. Once the process has been completed a few times it could be less but right now that is what MDOT is estimating. The process described above is if there is a non-exempt project. If all projects are determined to be exempt by the IAWG, the projects can go straight to TAC or policy committee. The question was asked if the IAWG must happen before TAC. The answer is no, if your TAC committee is ok with not seeing it and your policy committee, too.



IAWG:

- Each affected agency needs a:
 - Representative
 - Advised to have alternate representative
 - Discussion:
- Projects for review need:
 - project description, costs, financial resources, etc.
 - working on standard format (JobNet)
- Meeting summary with participants sent to IAWG
- IAWG can be conducted by email or conference call
 - Non-exempt or unclear projects require conference call
 - Discussion:

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IAWG designated representative:

DEQ contact: Breanna Bukowski

Alternate contact: Kaitlyn Leffert

FHWA contact: Andrea Dewey

Alternate contact: If needed, Andrea will delegate

EPA contact: Michael Leslie

Alternate contact: None

MDOT contact: Donna Wittl

Alternate contact: To be determined

FTA contact: Susan Weber

Alternate contact: To be determined

Grand Rapids MPO: To be determined


Alternate contact: to be determined

Muskegon MPO contact: To be determined

Alternate contact: To be determined

Holland MPO contact: To be determined

Alternate contact: To be determined



Coordination of projects to IAWG for TIP Amendments:

- Grand Rapids Conformity Area = Kent and Ottawa Counties
 - Grand Rapids TMA
 - Part of Muskegon MPO
 - Part of the Holland MPO
 - Part of the STIP
- 2) Allegan County
 - Part of the Holland MPO
 - Part of the STIP
- 3) Muskegon County
 - Muskegon MPO
- Discussion:

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Regarding amendments, the group discussed how the three MPOs and the STIP projects could get assembled on one list for the IAWG to review. It was decided that the IAWG would review the projects between the technical meetings and the policy meetings. A single list would be assembled and distributed to the IAWG for review. It seems the group agreed to have the list of all amendments assembled on the second Tuesday of the month, making Jan. 8, 2019, the first one.

It was then decided, in order to have the conformity analysis completed by the Feb. 16, 2019, date, the list of current TIP and LRTP projects would need to be assemble the week of Nov. 12, 2018. Each MPO was going to send their list of TIP and LRTP projects to Donna Wittl. Donna would then distribute the list to the IAWG and schedule a conference call meeting to review the projects.

It was discussed that projects that are already completed do not need to be reviewed by the IAWG, so we will start with 2018 projects that have not been completed yet. The travel demand models should reflect projects that have been completed to date.

IAWG to Review Projects by Email :

- Coordinate project list sent to IAWG
 - Stating all projects are exempt
- IAWG members have five business days to respond
 - With concur or not concur, or have questions
 - Email meetings require a response from IAWG members
 - Responses should be a “reply to all”
- Template for meeting summary has been created
 - Meeting summary sent to IAWG
 - Meeting summary attached in JobNet
 - Date of IAWG is date email request sent

Discussion:



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It was suggested that, at least at first, a response to the e-mail meeting would be required; this way, we know people are receiving the e-mails. It would be useful if people “reply all” in the beginning. Donna will need to follow up with people if they don’t respond.

Regional Emission and IAWG:

- Regional Emission Analysis:
 - Emission modeling using: MOVES2014b
 - Evaluate assumptions used in emission model
 - Who will run the emission model? TMA, MDOT, or both



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Conformity Analysis Document:

Conformity analysis document (work in progress)

- Developing standardize document (10 page)
 - Latest planning assumptions
 - MOVES inputs
 - Project list attached
 - (including project description, costs, financial resources, conformity status)
 - Summary of IAWG meeting; decisions and participants
- Conformity analysis sent to IAWG
- The MPO will hold public comment period per Public Participation Plan
- Public comments will be addressed
- Formal conformity determination on LRTP and TIP by resolution of MPO
(MPO makes a formal resolution supporting the findings of the conformity analysis)



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- Other discussions items?



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Donna will send out an example of the conformity document. The MVEB (SIP budget) for the Grand Rapids conformity areas was requested; it is in tons per day, VOC = 40.70 and NOx = 97.87.

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Muskegon County Nonattainment Area

Allegan County Nonattainment Area

Grand Rapids (Kent and Ottawa Counties) Conformity Area

3 – 4 p.m. (EST), Tuesday, Dec. 18, 2018

TPS 3rd floor, Van Wagoner Transportation Building, Lansing, MI

Conference number and web link information provided in e-mail

Name

Agency

In attendance:

| | |
|------------------|--|
| Andrea Dewey | Federal Highway Administration (FHWA) |
| Breanna Bukowski | Michigan Department of Environmental Quality (DEQ) |
| Michael Leslie | Environmental Protection Agency (EPA) |
| Donna Wittl | Michigan Department of Transportation (MDOT) |
| Amy Haack | Muskegon MPO (WestPlan) |
| Brian Mulnix | Muskegon MPO (WestPlan) |
| Joel Fitzpatrick | Muskegon MPO (WestPlan) |
| Tim Burkman | Holland MPO (MACC) |
| Carolyn Ulstad | Holland MPO (MACC) |
| George Yang | Grand Rapids MPO (GVMC) |
| Laurel Joseph | Grand Rapids MPO (GVMC) |
| William Loehle | MDOT |
| Tom Doyle | MDOT |
| David Fairchild | MDOT |
| Jon Roberts | MDOT |
| Ryan Gladding | MDOT |

Attendance at the meeting was in person or teleconferencing with web linking.

Agenda:

1) Review analysis years and model information.

2) Review project lists.

Project lists are color coded, with yellow being non-exempt projects, orange being exempt but might want to discuss, and blue are project that need more information for a decision to be made. Workbooks may have more than one worksheet. Color coding was not part of list attached to conformity analysis.

3) Update on South Coast II court decision.

This meeting reviewed projects lists for three conformity areas:

Allegan County Nonattainment Area

Muskegon County Nonattainment Area

Grand Rapids (Kent and Ottawa counties) Conformity Area

The Allegan County Nonattainment Area was discussed first.

Analysis years were reviewed and agreed upon: base year 2010, the attainment year for the 2015 ozone standard is 2020, and interim years of 2030 and 2040 (the last year of the long-range transportation plan). The year 2021 is also needed because it is the budget year for the 1997 ozone standard.

The group discussed the project lists for the Holland MPO in Allegan County and the projects in the STIP in Allegan County.

It was stated that since a conformity analysis is being conducted any project, exempt or non-exempt that can be modeled with the travel demand model would be modeled.

The Muskegon County Nonattainment Area was discussed.

Analysis years were reviewed and agreed upon: base year 2010, and interim years of 2020, 2030, and 2040 (the last year of the long-range transportation plan). The group decided since 2018 would be past once the analysis was conducted it would not be used as an analysis year. The group discussed the project lists for Muskegon County.

The Grand Rapids (Kent and Ottawa counties) Conformity Area was discussed.

The analysis years were reviewed, and it was agreed they would be the same as those for the Muskegon County Nonattainment Area.

The group discussed the project lists for Kent and Ottawa counties. Several projects on the list required clarification and after discussion were considered non-exempt.

An update on the South Coast II court decision was provided and discussed. It was stated that the EPA has released guidance on the requirements for the 1997 ozone areas. The guidance states what does not need to be done; areas do not need to run the emission model (MOVES) but need to do everything else, which includes IAWG to review projects, create a conformity document, and a policy committee resolution. FHWA is coming out with a template on what a conformity document would be without analysis. As part of the court decision, areas need to have in place a second maintenance plan. DEQ is currently working on these plans. Most 1997 areas in Michigan, it appears, will qualify for a “limited maintenance plan.” Once these second maintenance plans are in place, the conformity

process will significantly diminish. Based on the unstable environment of the court case, and that doing the emission analysis is not much more work given the stability it will provide, we are going to continue to do a traditional conformity analysis to meet the Feb. 16, 2019, due date from the court.

The Grand Rapids Conformity Area will be affected by the creation and adoption of a limited maintenance plan for their second maintenance plan. To qualify for a limited maintenance plan, an area must be 85 percent below the standard. Since both Allegan and Muskegon counties were designated partially as nonattainment areas for the 2015 ozone standard, they will not qualify for this type of second maintenance plan. These two areas will require traditional maintenance plans and, because of the nonattainment designation for the 2015 ozone standard, will have to do traditional conformity for 20 years.

Future TIP amendments were discussed. All future TIP amendments need to be reviewed by the IAWG. IAWG meetings can be conducted by e-mail if all the projects are exempt. If an amendment contains a non-exempt project, a conference call IAWG will need to be held. A conference call can also be held even if all projects are exempt. There was a request made for a list of IAWG contacts. It was pointed out that the appointment for this meeting contained the list of contacts. One of the reasons the appointments and e-mails are not grouped or blind copied is so that participants know other members of the group. Details for conducting an e-mail IAWG meeting were provided at the last IAWG meeting, on Oct. 29, 2018. The IAWG needs at least five business days for review of the project lists.

Appendix B: Public Comments and Responses

No comments received to date.

Appendix C: Projects Included in Conformity Analysis

The list of projects begins on the following page.

GVMC TIP Projects in Ottawa and Kent Counties

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|----------|--------|---|-----------|--------|--------------------|--|---|--------|-------------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|-------------------------------|
| 2018 | TIP | 200863 | Local Bridge | GVMC | Kent | Kent County | W Division St NE | 10 Mile over Rogue River | 0.000 | Bridge CPM | Joint Replacement | CON | \$380,000 | \$0 | \$95,000 | \$475,000 | NH | Exempt | |
| 2018 | TIP | 130591 | Local Traffic Operations And Safety | GVMC | Kent | Grand Rapids | Market Avenue | Areawide | 0.001 | Traffic Safety | Signal communication upgrades, including fiber | CON | \$240,000 | \$0 | \$60,000 | \$300,000 | CM | Exempt | |
| 2018 | TIP | 130754 | Local Highway Rehab and Reconstruct | GVMC | Kent | Grand Rapids | Alpine Avenue, North Park Street and Coit Avenue | Alpine-Stocking to Leonard, N Park-Monroe to Coit, Coit-N Park to 4 Mile | 1.452 | Road Rehabilitation | Rotomill and resurface | CON | \$489,750 | \$0 | \$608,250 | \$1,098,000 | STU | Exempt | |
| 2018 | TIP | 133277 | S/TIP Line items | GVMC | Kent | Grand Rapids | Ionia Ave | Michigan Ave to I-196 WB on ramp at Division Avenue | 0.099 | Reconstruction | Reconstruct | CON | \$359,620 | \$0 | \$566,526 | \$926,146 | STU | Exempt | |
| 2018 | TIP | 202528 | S/TIP Line items | GVMC | Kent | Grand Rapids | 3 Mile Rd NE | 3 Mile Rd from Monroe Ave to Coit Ave and Northwood St to Plainfield Ave | 0.334 | Roadside Facilities - Improve | Intallation of sidewalks | CON | \$321,587 | \$0 | \$155,297 | \$476,884 | TAU | Exempt | |
| 2018 | TIP | 129655 | S/TIP Line items | GVMC | Kent | Kent County | E Lake St NE | Fifth St to Northland Dr | 0.136 | Roadside Facilities - Preserve | Construct Streetscape & Ped. Safety Improvements | CON | \$352,950 | \$0 | \$562,650 | \$915,600 | TA | Exempt | |
| 2018 | TIP | 130541 | S/TIP Line items | GVMC | Kent | Kent County | Knapp St | Dunnigan Avenue to Grand River Drive | 2.100 | Major Widening | Widen to 3 Lanes | CON | \$0 | \$1,227,055 | \$0 | \$1,227,055 | EDC | Non-Exempt | |
| 2018 | TIP | 130541 | S/TIP Line items | GVMC | Kent | Kent County | Knapp St | Dunnigan Avenue to Grand River Drive | 2.100 | Major Widening | Widen to 3 Lanes | CON | \$660,475 | \$0 | \$165,119 | \$825,594 | EDCF | Non-Exempt | |
| 2018 | TIP | 200406 | S/TIP Line items | GVMC | Kent | Kent County | Fred Meijer Pioneer Trail | Three Mile Road and Public easement from Alpine Avenue to West River Road | 0.172 | New Facilities | New non-motorized trail | CON | \$357,457 | \$0 | \$89,364 | \$446,821 | HPSL | Exempt | |
| 2018 | TIP | 204186 | S/TIP Line items | GVMC | Kent | Kent County | Hammond Ave SE | Paul Henry Trail north of 76th St to 68th, Dutton | 0.607 | New Facilities | Construct HMA shared-use path | CON | \$175,000 | \$0 | \$75,000 | \$250,000 | TA | Exempt | |
| 2018 | TIP | 117992 | S/TIP Line items | GVMC | Kent | MDOT | US-131 | 10 Mile Road north to 14 Mile Road | 4.361 | Reconstruction | Concrete Reconstruction | CON | \$31,430,401 | \$6,969,599 | \$0 | \$38,400,000 | NH,M | Exempt | |
| 2018 | TIP | 123309 | S/TIP Line items | GVMC | Kent | MDOT | US-131 | at 68th Street | 0.001 | New Facilities | New Carpool Lot | CON | \$220,995 | \$49,005 | \$0 | \$270,000 | ST | Exempt | |
| 2018 | TIP | 123325 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I 96 EB | At M-21 | 0.001 | Major Widening | I-96 EB Weave-Merge lane and add M-21 EB On Ramp | PE | \$245,550 | \$54,450 | \$0 | \$0 | CM | Exempt | ramp needs to be put in model |
| 2018 | TIP | 126117 | S/TIP Line items | GVMC | Kent | MDOT | M-57 | Farland Ave East to Ramsdell Dr | 2.010 | Traffic Safety | Passing Relief Lanes | EPE | \$67,500 | \$7,500 | \$0 | \$75,000 | HSIP | Exempt | |
| 2018 | TIP | 126499 | S/TIP Line items | GVMC | Kent | MDOT | I-96 EB | under I-196 WB | 0.000 | Bridge Replacement | Bridge replacement | CON | \$15,109,921 | \$1,678,880 | \$0 | \$16,788,801 | STI | Exempt | |
| 2018 | TIP | 127354 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-196 | Fuller Avenue to I-196 EB | 0.850 | Major Widening | Fuller Avenue On-Ramp Extension | CON | \$634,337 | \$123,081 | \$17,582 | \$775,000 | CM | Exempt | |
| 2018 | TIP | 127477 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-196 (WB) | M-11 East 0.74 Miles | 0.733 | Major Widening | Extend Off Ramp | PE | \$119,550 | \$26,510 | \$0 | \$146,060 | CM | Exempt | |
| 2018 | TIP | 127477 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-196 (WB) | M-11 East 0.74 Miles | 0.733 | Major Widening | Extend Off Ramp | PE-S | \$44,150 | \$9,790 | \$0 | \$53,940 | CM | Exempt | |
| 2018 | TIP | 200149 | S/TIP Line items | GVMC | Kent | MDOT | M-37 | Patterson Avenue north to 44th Street | 2.076 | Road Capital Preventive Maintenance | Concrete Joint Repairs | CON | \$856,233 | \$189,868 | \$0 | \$1,046,100 | NH | Exempt | |
| 2018 | TIP | 201154 | S/TIP Line items | GVMC | Kent | MDOT | Front Ave NW | Region-wide | 0.000 | Traffic Safety | Pavement marking retroreflectivity readings and condition assessment | CON | \$11,083 | \$1,231 | \$0 | \$12,314 | HSIP | Exempt | |
| 2018 | TIP | 201467 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-296 N | Region-wide | 1.776 | Traffic Safety | Long line pavement marking application | CON | \$690,882 | \$76,765 | \$0 | \$767,647 | HSIP | Exempt | |
| 2018 | TIP | 201471 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-296 N | Region-wide | 1.170 | Traffic Safety | special pavement marking application | CON | \$671,031 | \$74,559 | \$0 | \$745,590 | HSIP | Exempt | |
| 2018 | TIP | 201924 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-96 E/W Cascade Ramp | I-96 from Kent Co Line to US-131 | 25.713 | Traffic Safety | Freeway Signing Upgrade Project | PE | \$250,000 | \$0 | \$0 | \$250,000 | IMG | Exempt | |
| 2018 | TIP | 202054 | S/TIP Line items | GVMC | Kent | MDOT | US-131 N | US-131 Kent County | 43.162 | Traffic Safety | Freeway Signing Update | PE | \$860,000 | \$0 | \$0 | \$860,000 | NHG | Exempt | |
| 2018 | TIP | 202922 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | US-131 N | North US-131 at Hall and Wealthy | 0.258 | Traffic Safety | Install Wrong Way Traffic system | CON | \$59,400 | \$6,600 | \$0 | \$66,000 | HSIP | Exempt | |
| 2018 | TIP | 130736 | Local Traffic Operations And Safety | GVMC | Kent | Walker | Three Mile Road | Walker Avenue at 3 Mile Road | 0.001 | Traffic Safety | Add dual lefts from EB 3 Mile Road to NB Walker | CON | \$160,000 | \$0 | \$525,240 | \$685,240 | CM | Exempt | |
| 2018 | TIP | 202765 | S/TIP Line items | GVMC | Ottawa | MDOT | I-196 | Byron Road east to 32nd Avenue | 6.759 | Road Capital Preven | Milling & One Course Asphalt Overlay | CON | \$810,000 | \$90,000 | \$0 | \$900,000 | IM | Exempt | |
| 2019 | TIP | 120835 | Local Traffic Operations And Safety | GVMC | Kent | Grand Rapids | College Ave SE | at Michigan street, City of Grand Rapids | 0.001 | Traffic Safety | Add left turn lane | CON | \$288,731 | \$0 | \$72,183 | \$360,914 | CM | Exempt | |
| 2019 | TIP | 130596 | S/TIP Line items | GVMC | Kent | Grand Rapids | Market Ave | Areawide | 0.001 | Railroad | Signal optimization | CON | \$240,000 | \$0 | \$60,000 | \$300,000 | CM | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|----------|--------|-------------------------------------|-----------|--------|--------------------------------|----------------------|--|--------|--------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|----------------------|
| 2019 | TIP | 130603 | S/TIP Line items | GVMC | Kent | Grand Rapids | 54th St | 54th Street-US131 Intersection | 0.001 | Contracts | Construct Access Drive Into Meijer | CON | \$0 | \$1,001,277 | \$250,319 | \$1,251,596 | EDC | Exempt | |
| 2019 | TIP | 130612 | S/TIP Line items | GVMC | Kent | Grand Rapids | Division Ave | Wealthy Street to Cherry Street | 0.248 | Reconstruction | Reconstruction | CON | \$608,597 | \$0 | \$255,589 | \$864,186 | NH | Exempt | |
| 2019 | TIP | 130612 | S/TIP Line items | GVMC | Kent | Grand Rapids | Division Ave | Wealthy Street to Cherry Street | 0.248 | Reconstruction | Reconstruction | CON | \$0 | \$0 | \$56,105 | \$56,105 | STU | Exempt | |
| 2019 | TIP | 130653 | S/TIP Line items | GVMC | Kent | Grand Rapids | Alger St | Eastern Avenue to Kalamazoo Avenue | 0.732 | Reconstruction | Reconstruction | CON | \$981,250 | \$0 | \$268,750 | \$1,250,000 | STU | Exempt | |
| 2019 | TIP | 130665 | Local Road | GVMC | Kent | Grand Rapids | Broadway Ave | Bridge Street to Leonard Street | 0.991 | Road Rehabilitation | Rotomill/Resurface | CON | \$439,600 | \$0 | \$120,400 | \$560,000 | STU | Exempt | |
| 2019 | TIP | 130680 | Local Road | GVMC | Kent | Grand Rapids | Eastern Ave | Hall Street to Franklin Street | 0.499 | Road Rehabilitation | Rotomill/Resurface | CON | \$294,375 | \$0 | \$80,625 | \$375,000 | STU | Exempt | |
| 2019 | TIP | 130686 | Local Road | GVMC | Kent | Grand Rapids | Michigan St | Leffingwell Avenue to Greenwich Road | 0.367 | Road Rehabilitation | Rotomill/resurface | CON | \$215,875 | \$0 | \$59,125 | \$275,000 | STU | Exempt | |
| 2019 | TIP | 130828 | Local Traffic Operations And Safety | GVMC | Kent | Grand Rapids | Market Ave | Areawide | 0.001 | Traffic Safety | Regional Signal System TMS Operations | EPE | \$512,000 | \$0 | \$128,000 | \$640,000 | CM | Exempt | |
| 2019 | TIP | 203292 | S/TIP Line items | GVMC | Kent | Grand Rapids | Citywide | Up to 29 intersections throughout the city of Grand Rapids | 0.022 | Traffic Safety | Upgrade countdown pedestrian signals and ADA ramps | CON | \$315,000 | \$0 | \$35,000 | \$350,000 | HSIP | Exempt | |
| 2019 | TIP | 203294 | S/TIP Line items | GVMC | Kent | Grand Rapids | East Paris Avenue SE | East Paris Avenue at Sparks Drive | 0.051 | Traffic Safety | Signal modernization | CON | \$215,858 | \$0 | \$23,984 | \$239,842 | HSIP | Exempt | |
| 2019 | TIP | 203295 | S/TIP Line items | GVMC | Kent | Grand Rapids | Fuller Avenue NE | Fuller Avenue between Malta Street and Plainfield Avenue | 2.894 | Planning, Research & Design | Road Safety Audit | EPE | \$12,000 | \$0 | \$3,000 | \$15,000 | HSIP | Exempt | |
| 2019 | TIP | 203296 | S/TIP Line items | GVMC | Kent | Grand Rapids | Burton Street SE | Burton Street between Buchanan Avenue SW and Breton Avenue SE | 3.158 | Planning, Research & Design | Road Safety Audit | EPE | \$12,000 | \$0 | \$3,000 | \$15,000 | HSIP | Exempt | |
| 2019 | TIP | 203331 | S/TIP Line items | GVMC | Kent | Grand Rapids | S Division Avenue | Division Avenue at Burton St, at Franklin St, at Hall St and at Wealthy St | 0.223 | Traffic Safety | Signal modernization | CON | \$380,489 | \$0 | \$42,277 | \$422,766 | HSIP | Exempt | |
| 2019 | TIP | 203396 | S/TIP Line items | GVMC | Kent | Grand Rapids | Franklin Street SE | Franklin Street from Oakland Avenue SW to the east City Limits | 2.540 | Planning, Research & Design | Road Safety Audit | EPE | \$12,000 | \$0 | \$3,000 | \$15,000 | HSIP | Exempt | |
| 2019 | TIP | 203408 | S/TIP Line items | GVMC | Kent | Grand Rapids | Leonard Street NW | Leonard Street at Alpine Avenue | 0.050 | Traffic Safety | Signal modernization | CON | \$169,183 | \$0 | \$42,296 | \$211,479 | HSIP | Exempt | |
| 2019 | TIP | 130707 | Local Road | GVMC | Kent | Grandville | Ivanrest Ave | Prairie to 44th | 1.494 | Road Rehabilitation | Full depth overlay ADA ramp upgrades | CON | \$1,020,500 | \$0 | \$279,500 | \$1,300,000 | STU | Exempt | |
| 2019 | TIP | 202532 | 5310 | GVMC | Kent | Hope Network, Inc. | Transit Capital | Areawide | 0.000 | P003-Elderly and Disabled | Enhanced Mobility of Seniors and Individuals with Disabilities | NI | \$259,600 | \$64,900 | \$0 | \$324,500 | 5310 | Exempt | |
| 2019 | TIP | 130545 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Planning, Research & Design | Free rides on Clean Air Action Days | EPE | \$80,000 | \$0 | \$20,000 | \$100,000 | CM | Exempt | |
| 2019 | TIP | 130548 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Railroad | 1 Replacement Go Bus | EPE | \$80,000 | \$20,000 | \$0 | \$100,000 | CM | Exempt | |
| 2019 | TIP | 130553 | Local Livability and Sustainability | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Operation Improvement | Rideshare program | EPE | \$157,575 | \$0 | \$0 | \$157,575 | CMG | Exempt | |
| 2019 | TIP | 130676 | Local Livability and Sustainability | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Transit | Replacement 40' buses/CNG | CON | \$720,000 | \$180,000 | \$0 | \$900,000 | CM | Exempt | |
| 2019 | TIP | 203243 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Transit Capital | Areawide | 0.000 | SP10-State Match urban Agency | Urbanized Area Formula Grants | NI | \$10,139,432 | \$2,534,858 | \$0 | \$12,674,290 | 5307 | Exempt | |
| 2019 | TIP | 203289 | 5339 | GVMC | Kent | Interurban Transit Partnership | Transit Capital | Areawide | 0.000 | 1110-Bus Rolling Stock | Bus CNG Replacement (3) | NI | \$945,636 | \$236,409 | \$0 | \$1,182,045 | 5339 | Exempt | |
| 2019 | TIP | 127069 | Local Livability and Sustainability | GVMC | Kent | Kent County | Interurban Trail | Kelloggsville Park to 32nd St, city of Wyoming | 0.001 | Roadside Facilities - Preserve | Multi-use path resurfacing | CON | \$352,618 | \$0 | \$181,693 | \$534,311 | TAU | Exempt | |
| 2019 | TIP | 130688 | Local Road | GVMC | Kent | Kent County | Byron Center Ave | 92nd Street to 84th Street | 1.012 | Road Rehabilitation | Resurface | CON | \$480,000 | \$0 | \$120,000 | \$600,000 | STU | Exempt | |
| 2019 | TIP | 130692 | Local Road | GVMC | Kent | Kent County | 7 Mile Rd | Fruit Ridge Avenue to Alpine Avenue | 3.942 | Road Rehabilitation | Resurface | CON | \$805,304 | \$0 | \$294,696 | \$1,100,000 | STL | Exempt | |
| 2019 | TIP | 130695 | Local Road | GVMC | Kent | Kent County | 6 Mile Rd | Walker Avenue to Alpine Avenue | 1.974 | Road Rehabilitation | Resurface | CON | \$471,000 | \$0 | \$129,000 | \$600,000 | STU | Exempt | |
| 2019 | TIP | 202192 | S/TIP Line items | GVMC | Kent | Kent County | W River Dr NW | West River Drive, Lankamp St. to N. Park St. within the City of Walker | 1.389 | New Facilities | Construct 1.3 mile of separated pathway along W River Dr in City of Walker | CON | \$1,105,000 | \$0 | \$595,000 | \$1,700,000 | TA | Exempt | |
| 2019 | TIP | 202879 | Local Road | GVMC | Kent | Kent County | 5 Mile Rd NE | 5 Mile Road from Plainfield Ave to East Beltline Ave (M-44) | 0.890 | Road Rehabilitation | Resurface | CON | \$274,750 | \$0 | \$75,250 | \$350,000 | STU | Exempt | |
| 2019 | TIP | 202881 | Local Road | GVMC | Kent | Kent County | Knapp St NE | Knapp Street from ECL to the East Beltline (M-44) | 1.007 | Road Rehabilitation | Resurface | CON | \$431,750 | \$0 | \$118,250 | \$550,000 | STU | Exempt | |
| 2019 | TIP | 203485 | S/TIP Line items | GVMC | Kent | Kent County | Shaner Avenue NE | Shaner Avenue from 15 Mile Rd southerly approx 0.25 miles | 0.250 | Traffic Safety | Vertical curve modification | CON | \$238,500 | \$0 | \$26,500 | \$265,000 | HRRR | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|----------|--------|---|-----------|--------|-----------------------------------|-----------------------|---|--------|-------------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|----------------------|
| 2019 | TIP | 130599 | Local Traffic Operations And Safety | GVMC | Kent | Kent City | Patterson Ave | Patterson Avenue & 44th Street | 0.001 | Minor Widening | Dual left turn lanes | CON | \$600,000 | \$0 | \$150,000 | \$750,000 | CM | Exempt | |
| 2019 | TIP | 130540 | Local Traffic Operations And Safety | GVMC | Kent | Kentwood | Forest Hill Ave SE | At Burton Street | 0.349 | Minor Widening | Add 2 right turn lanes and upgrade signal | CON | \$300,000 | \$0 | \$75,000 | \$375,000 | CM | Exempt | |
| 2019 | TIP | 130598 | Local Traffic Operations And Safety | GVMC | Kent | Kentwood | East Paris Ave | East Paris at Sparks Intersection | 0.001 | Minor Widening | Add 1 right turn lane on East Paris | CON | \$90,000 | \$0 | \$35,000 | \$125,000 | CM | Exempt | |
| 2019 | TIP | 202713 | Local Livability and Sustainability | GVMC | Kent | Kentwood | Pinetree Ave SE | SRTS Kentwood Public Schools | 0.441 | Roadside Facilities - | Sidewalk construction, crosswalk | CON | \$196,852 | \$0 | \$0 | \$196,852 | TA | Exempt | |
| 2019 | TIP | 45790 | S/TIP Line items | GVMC | Kent | MDOT | I-196 | Fuller Avenue east to I-96 | 2.051 | Reconstruction/ Widening | replacement of I-196 (EB) over Plymouth Avenue structure (S25-3 of 41027) and widening for an additional through lane. | CON | \$18,660,982 | \$4,138,019 | \$0 | \$22,799,000 | NH | Non-Exempt | |
| 2019 | TIP | 113685 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | M-21 | At Carl Drive | 0.129 | Minor Widening | Extension of left turn lane | CON | \$405,000 | \$45,000 | \$0 | \$450,000 | HSIP | Exempt | |
| 2019 | TIP | 118558 | S/TIP Line items | GVMC | Kent | MDOT | I-196 | I-196 WB over Plymouth Avenue | 0.000 | Bridge Replacement | Bridge replacement, widen, appr repl | CON | \$2,025,869 | \$225,097 | \$0 | \$2,250,966 | IM | Exempt | |
| 2019 | TIP | 123325 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I 96 EB | At M-21 | 0.001 | Major Widening | I-96 EB Weave-Merge lane and add M-21 EB On Ramp | ROW | \$286,475 | \$63,525 | \$0 | \$0 | CM | Exempt | |
| 2019 | TIP | 123922 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | I-196 WB | I-196/US-131 Ramps | 0.485 | Traffic Safety | Bridge Deck Patching & Apply High Friction Surface | CON | \$229,500 | \$25,500 | \$0 | \$255,000 | HSIP | Exempt | |
| 2019 | TIP | 126117 | S/TIP Line items | GVMC | Kent | MDOT | M-57 | Farland Ave East to Ramsdell Dr | 2.010 | Traffic Safety | Passing Relief Lanes | PE | \$247,500 | \$27,500 | \$0 | \$275,000 | HSIP | Exempt | |
| 2019 | TIP | 128096 | S/TIP Line items | GVMC | Kent | MDOT | I-96 | Thornapple River Drive east to Whitneyville Road | 2.734 | Traffic Safety | Maintenance of Traffic (road maintenance) | CON | \$1,350,000 | \$150,000 | \$0 | \$1,500,000 | IM | Exempt | |
| 2019 | TIP | 132548 | S/TIP Line items | GVMC | Kent | MDOT | Leonard St NE | Kent County | 2.719 | Traffic Safety | Overhead Sign Upgrading in Ken | CON | \$4,600,000 | \$0 | \$0 | \$4,600,000 | NHG | Exempt | |
| 2019 | TIP | 200591 | Trunkline Road | GVMC | Kent | MDOT | US-131 N | 44th Street north to M-11 | 2.563 | Road Capital Preven | Milling and One Course Asphalt Overlay | CON | \$2,079,809 | \$461,192 | \$0 | \$2,541,000 | NH | Exempt | |
| 2019 | TIP | 201238 | Trunkline Road | GVMC | Kent | MDOT | Grand Rapids TSC Wide | Grand Rapids TSC Wide | 0.000 | Road Capital Preven | HMA Crack Treatment (FPVS) | CON | \$384,696 | \$85,306 | \$0 | \$470,000 | ST | Exempt | |
| 2019 | TIP | 201942 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | US-131 | US-131 NB and SB | 4.104 | Traffic Safety | Queue management system | EPE | \$22,500 | \$2,500 | \$0 | \$25,000 | HSIP | Exempt | |
| 2019 | TIP | 201965 | S/TIP Line items | GVMC | Kent | MDOT | US-131 | US-131 Carpool Lot at 10 Mile Road Interchange (Facility 541007 - Rockford) | 0.000 | Roadside Facilities - | Cold Milling and Resurfacing | CON | \$54,840 | \$12,161 | \$0 | \$67,000 | NH | Exempt | |
| 2019 | TIP | 202386 | S/TIP Line items | GVMC | Kent | MDOT | US-131 | At the Rockford Rest Area | 0.000 | Roadside Facilities - | Rehabilitate sanitary drain field | CON | \$223,946 | \$49,659 | \$0 | \$273,605 | ST | Exempt | |
| 2019 | TIP | 130703 | Local Road | GVMC | Kent | Rockford | Main St | Northland Drive to Lewis Street | 0.573 | Road Rehabilitation | Mill and Fill | CON | \$121,675 | \$0 | \$43,325 | \$165,000 | STU | Exempt | |
| 2019 | TIP | 203291 | S/TIP Line items | GVMC | Kent | Walker | Remembrance Road NW | Remembrance Road at Kinney Avenue | 0.252 | Traffic Safety | Roundabout construction | CON | \$564,885 | \$0 | \$62,765 | \$627,650 | HSIP | Exempt | |
| 2019 | TIP | 130613 | S/TIP Line items | GVMC | Kent | Wyoming | 54th St | Haughey Avenue to US-131 | 0.461 | Minor Widening | Add 3rd WB Lane | CON | \$0 | \$1,326,485 | \$331,621 | \$1,658,106 | EDC | Non-Exempt | |
| 2019 | TIP | 130698 | S/TIP Line items | GVMC | Ottawa | Hudsonville | Van Buren St | Balsam Drive to 36th Avenue | 0.508 | Reconstruction | Reconstruction | CON | \$293,590 | \$0 | \$80,410 | \$374,000 | STU | Exempt | |
| 2019 | TIP | 118618 | S/TIP Line items | GVMC | Ottawa | MDOT | I-196 (WB) | West of 32nd Avenue east to Ottawa/Kent County Line | 4.996 | Reconstruction | Reconstruction | CON | \$13,230,000 | \$1,470,000 | \$0 | \$14,700,000 | IM | Exempt | |
| 2019 | TIP | 127777 | Trunkline Bridge | GVMC | Ottawa | MDOT | I-196 WB | over 32nd & 22nd Avenues | 0.000 | Bridge CPM | Deck patch, epoxy overlay | CON | \$360,047 | \$40,004 | \$0 | \$400,051 | IM | Exempt | |
| 2019 | TIP | 131775 | S/TIP Line items | GVMC | Ottawa | MDOT | I-96 | 68th Avenue east to Bristol Avenue | 15.261 | Road Capital Preventive Maintenance | Concrete joint repairs, joint resealing and ramp resurfacing | CON | \$3,024,000 | \$336,000 | \$0 | \$3,360,000 | IM | Exempt | |
| 2019 | TIP | 130710 | Local Road | GVMC | Ottawa | Ottawa County | 32nd Ave | Byron Road to Quincy Street | 2.009 | Road Rehabilitation | Resurface & construct various left turn lanes | CON | \$824,250 | \$0 | \$225,750 | \$1,050,000 | STU | Exempt | at intersections |
| 2019 | TIP | 130674 | Local Highway Rehab and Reconstruct | GVMC | Kent | Grand Rapids | Kalamazoo Avenue SE | Alger from Kalamazoo to Plymouth and Kalamazoo from Alger to 28th | 1.043 | Road Rehabilitation | Rotomill/resurface | CON | \$255,125 | | | \$255,125 | STU | Exempt | |
| 2019 | TIP | 130706 | S/TIP Line items | GVMC | Kent | Grand Valley Metropolitan Council | Front Ave | Planning Studies in the Grand Rapids MPO area which includes Kent County | 0.001 | Planning, Research & Design | Planning Studies that include Pavement Management, Congestion Mgt and GIS | EPE | \$149,990 | \$0 | \$33,260 | \$183,250 | STU | Exempt | |
| 2019 | TIP | 204924 | Local Livability and Sustainability | GVMC | Kent | Grand Valley Metropolitan Council | Front Ave NW | All of Kent County and a portion of Ottawa County | 0.150 | Planning, Research & Design | FY 19 Clean Air Action Program | NI | \$80,000 | \$0 | \$20,000 | \$100,000 | CM | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|----------|--------|---|-----------|--------|--------------------------------|--------------------|--|--------|-------------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|----------------------|
| 2019 | TIP | 204833 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Transit Capital | Areawide | 0.000 | SP10-State Match urban Agency | FY18 Clean Air Action Days | NI | \$80,000 | \$20,000 | \$0 | \$100,000 | CM | Exempt | |
| 2019 | TIP | 204834 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Transit Capital | Areawide | 0.000 | SP10-State Match urban Agency | FY18 CMAQ - Bus purchase | NI | \$1,240,000 | \$310,000 | \$0 | \$1,550,000 | CM | Exempt | |
| 2019 | TIP | 130697 | Local Road | GVMC | Kent | Kent County | Kraft Avenue | 36th St. to 28th St. | 1.003 | Road Rehabilitation | Resurface | CON | \$680,000 | \$0 | \$170,000 | \$850,000 | STU | Exempt | |
| 2019 | TIP | 130935 | S/TIP Line items | GVMC | Kent | Kent County | Caledonia Trails | 84th St to Paul Henry Trail, Caledonia Twp | 2.050 | New Facilities | Construct Phase 1B of the Caledonia Trails | CON | \$775,908 | \$0 | \$775,908 | \$1,551,816 | TA | Exempt | |
| 2019 | TIP | 124631 | S/TIP Line items | GVMC | Kent | MDOT | Regionwide | Grand Region | 0.000 | ITS Applications | 2019 WMTOC Control Room Operations | EPE | \$695,725 | \$154,275 | \$0 | \$850,000 | CM | Exempt | |
| 2019 | TIP | 124632 | S/TIP Line items | GVMC | Kent | MDOT | Regionwide | Grand Region | 0.000 | ITS Applications | 2019 ITS maintenance and operations | EPE | \$736,650 | \$163,350 | \$0 | \$900,000 | CM | Exempt | |
| 2019 | TIP | 129569 | Trunkline Traffic Operations And Safety | GVMC | Kent | MDOT | M-6 | Kent County | 20.233 | Traffic Safety | Freeway Signing Upgrading in K | CON | \$2,118,300 | \$0 | \$0 | \$2,118,300 | IMG | Exempt | |
| 2019 | TIP | 200171 | S/TIP Line items | GVMC | Kent | MDOT | M-37 | 44th Street north to 32nd Street | 1.771 | Road Capital Preventive Maintenance | Milling and One Course Asphalt Overlay, ADA Ramps | PE | \$49,110 | \$9,665 | \$1,225 | \$60,000 | NH | Exempt | |
| 2019 | TIP | 200804 | S/TIP Line items | GVMC | Ottawa | Ottawa County | 42nd Ave | 42nd Ave (East Side), between Pierce St & Park Trailhead , Georgetown Twp. | 0.923 | New Facilities | Construct pathway on the east side of 42nd Ave | CON | \$201,906 | \$0 | \$108,718 | \$310,624 | TA | Exempt | |
| 2020 | TIP | 130566 | Local Traffic Operations And Safety | GVMC | Kent | Grand Rapids | Market Ave | various locations | 0.001 | Traffic Safety | Signal detection install/upgrades var locations | CON | \$160,000 | \$0 | \$40,000 | \$200,000 | CM | Exempt | |
| 2020 | TIP | 130568 | Local Traffic Operations And Safety | GVMC | Kent | Grand Rapids | Market Ave | Various | 0.001 | Traffic Safety | Signal optimization @ up to 120 Fed aid locations | CON | \$240,000 | \$0 | \$60,000 | \$300,000 | CM | Exempt | |
| 2020 | TIP | 130589 | S/TIP Line items | GVMC | Kent | Grand Rapids | Areawide | Areawide | 0.000 | Planning, Research & Design | Planning Studies | EPE | \$150,000 | \$0 | \$37,500 | \$187,500 | STU | Exempt | |
| 2020 | TIP | 130600 | S/TIP Line items | GVMC | Kent | Grand Rapids | Hall St | Fuller Avenue to Colorado Avenue | 0.298 | Reconstruction | Reconstruction | CON | \$400,000 | \$0 | \$100,000 | \$500,000 | STU | Exempt | |
| 2020 | TIP | 130602 | Local Road | GVMC | Kent | Grand Rapids | Hall St | Division Avenue to Jefferson Avenue | 0.174 | Road Rehabilitation | Rotomill and Resurface | CON | \$100,000 | \$0 | \$25,000 | \$125,000 | STU | Exempt | |
| 2020 | TIP | 130604 | S/TIP Line items | GVMC | Kent | Grand Rapids | Hall St | Kalamazoo Avenue to Fuller Avenue | 0.289 | Reconstruction | Reconstruction | CON | \$400,000 | \$0 | \$100,000 | \$500,000 | STU | Exempt | |
| 2020 | TIP | 130605 | Local Road | GVMC | Kent | Grand Rapids | Walker Ave | Stocking Avenue to Leonard Street | 1.072 | Road Rehabilitation | Rotomill and Resurface | CON | \$580,000 | \$0 | \$145,000 | \$725,000 | STU | Exempt | |
| 2020 | TIP | 130606 | Local Road | GVMC | Kent | Grand Rapids | Madison Ave | 28th Street to Alger Street | 0.507 | Road Rehabilitation | Rotomill and Resurface | CON | \$284,000 | \$0 | \$71,000 | \$355,000 | STU | Exempt | |
| 2020 | TIP | 130607 | Local Road | GVMC | Kent | Grand Rapids | Alger St | Madison Avenue to Eastern Avenue | 0.501 | Road Rehabilitation | Reconstruction/rotomill/resurface | CON | \$532,000 | \$0 | \$133,000 | \$665,000 | STU | Exempt | |
| 2020 | TIP | 130608 | Local Road | GVMC | Kent | Grand Rapids | Ottawa Ave | Fulton Street to Michigan Street | 0.532 | Road Rehabilitation | Rotomill and Resurface | CON | \$284,000 | \$0 | \$71,000 | \$355,000 | STU | Exempt | |
| 2020 | TIP | 130609 | Local Road | GVMC | Kent | Grand Rapids | Madison Ave | Franklin Street to Wealthy Street | 0.498 | Road Rehabilitation | Rotomill and Resurface | CON | \$384,000 | \$0 | \$96,000 | \$480,000 | STU | Exempt | |
| 2020 | TIP | 130610 | Local Road | GVMC | Kent | Grand Rapids | Eastern Ave | Ardmore Street to Oakdale Street | 0.626 | Road Rehabilitation | Rotomill and Resurface | CON | \$500,000 | \$0 | \$125,000 | \$625,000 | STU | Exempt | |
| 2020 | TIP | 130611 | Local Road | GVMC | Kent | Grand Rapids | Lake Dr | Carlton Avenue to ECL | 0.388 | Road Rehabilitation | Rotomill and Resurface | CON | \$400,000 | \$0 | \$100,000 | \$500,000 | STU | Exempt | |
| 2020 | TIP | 130612 | S/TIP Line items | GVMC | Kent | Grand Rapids | Division Ave | Wealthy Street to Cherry Street | 0.248 | Reconstruction | Reconstruction | CON | \$127,709 | | | \$127,709 | STU | Exempt | |
| 2020 | TIP | 130827 | Local Traffic Operations And Safety | GVMC | Kent | Grand Rapids | Market Ave | Areawide | 0.001 | Traffic Safety | Regional Signal System TMS Operations | EPE | \$528,000 | \$0 | \$132,000 | \$660,000 | CM | Exempt | |
| 2020 | TIP | 130834 | Local Road | GVMC | Kent | Grand Rapids | Market Ave | Frontage to 200' W of Plaster Crk and Coit to Mark | 0.888 | Road Rehabilitation | Rotomill and Resurface | CON | \$600,000 | \$0 | \$150,000 | \$750,000 | STU | Exempt | |
| 2020 | TIP | 202401 | S/TIP Line items | GVMC | Kent | Grand Rapids | N Park St NE | North Park Street over Grand River, Str# 5194 | 0.000 | Bridge CPM | Miscellaneous Capital Preventative Maintenance | CON | \$348,800 | \$65,400 | \$21,800 | \$436,000 | BHT | Exempt | |
| 2020 | TIP | 130564 | Local Livability and Sustainability | GVMC | Kent | Grand Valley N | Front Ave | Areawide | 0.001 | Planning, Research & Design | Clean Air Action Days | CON | \$80,000 | \$0 | \$20,000 | \$100,000 | CM | Exempt | |
| 2020 | TIP | 203321 | 5310 | GVMC | Kent | Hope Network, Inc. | Transit Operations | Areawide | 0.000 | P003-Elderly and Disabled | Enhanced Mobility of Seniors and individuals with disabilities | NI | \$306,400 | \$76,600 | \$0 | \$383,000 | 5310 | Exempt | |
| 2020 | TIP | 130546 | Local Livability and Sustainability | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Operation Improvements | Rideshare program | EPE | \$132,363 | \$33,091 | \$0 | \$165,454 | CM | Exempt | |
| 2020 | TIP | 130555 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Railroad | Free rides on Clean Air Action Days | EPE | \$80,000 | \$20,000 | \$0 | \$100,000 | CM | Exempt | |
| 2020 | TIP | 130558 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Railroad | 4 Replacement VanPool Vans | EPE | \$100,000 | \$25,000 | \$0 | \$125,000 | CM | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------------------|----------|-----------|---|-----------|--------|--------------------------------|-----------------------|---|--------|-------------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|----------------------|
| 2020 | TIP | 130562 | Local Livability and Sustainability | GVMC | Kent | Interurban Transit Partnership | Ellsworth Ave | Areawide | 0.001 | Contracts | Replacement 40' buses/CNG (3) | EPE | \$1,070,000 | \$360,000 | \$0 | \$1,430,000 | CM | Exempt | |
| 2020 | TIP | 203323 | S/TIP Line items | GVMC | Kent | Interurban Transit Partnership | Transit Capital | Areawide | 0.000 | SP10-State Match urban Agency | Urbanized Area Formula Grants | NI | \$10,409,588 | \$2,602,397 | \$0 | \$13,011,985 | 5307 | Exempt | |
| 2020 | TIP | 203325 | 5339 | GVMC | Kent | Interurban Transit Partnership | Transit Capital | Areawide | 0.000 | 1110-Bus Rolling Stock | Bus and Bus Facilities Program | NI | \$1,416,772 | \$354,193 | \$0 | \$1,770,965 | 5339 | Exempt | |
| 2020 | TIP | 130580 | S/TIP Line items | GVMC | Kent | Kent County | Fruit Ridge Ave | 6 Mile Road to 7 Mile Road | 0.998 | Reconstruction | Reconstruct Existing | CON | \$821,410 | \$0 | \$378,590 | \$1,200,000 | STL | Exempt | |
| 2020 | TIP | 130581 | S/TIP Line items | GVMC | Kent | Kent County | 84th St | Division Avenue to Eastern Avenue | 0.975 | Major Widening | Reconstruct to 3 lane | CON | \$0 | \$1,021,629 | \$255,000 | \$1,276,629 | EDC | Non-Exempt | |
| 2020 | TIP | 130586 | Local Traffic Operations And Safety | GVMC | Kent | Kent County | Segwun Ave SE | South of Segwun Avenue to Grand River Drive | 0.347 | Minor Widening | Widen to 3 Lanes | CON | \$713,014 | \$0 | \$178,254 | \$891,268 | STU | Non-Exempt | |
| 2020 | TIP | 130587 | S/TIP Line items | GVMC | Kent | Kent County | Spaulding Ave | Ada Drive to Cascade Road | 0.450 | Reconstruction | Reconstruction and Widening | CON | \$640,000 | \$0 | \$160,000 | \$800,000 | STL | Non-Exempt | |
| 2020 | TIP | 130594 | S/TIP Line items | GVMC | Kent | Kent County | 84th St | Kalamazoo Avenue to Breton Avenue | 1.004 | Reconstruction | Reconstruction | CON | \$1,120,000 | \$0 | \$280,000 | \$1,400,000 | STU | Exempt | |
| 2020 | TIP | 130577 | Local Traffic Operations And Safety | GVMC | Kent | Kentwood | Burton St | Burton/East Paris Intersection | 0.001 | Traffic Safety | Add right turn lanes on NE and NW quads | CON | \$208,000 | \$0 | \$52,000 | \$260,000 | CM | Exempt | |
| 2020 | TIP | 130593 | Local Road | GVMC | Kent | Kentwood | 52nd St | Broadmoor to Patterson Avenue | 0.358 | Road Rehabilitation | Mill and fill | CON | \$500,000 | \$0 | \$125,000 | \$625,000 | STU | Exempt | |
| 2020 | TIP | 74010 | S/TIP Line items | GVMC | Kent | MDOT | Regionwide | Lake, Barry, Mason, Osceola and Allegan Counties | 0.000 | Roadside Facilities - Preserve | Signing Upgrade | CON | \$49,110 | \$9,529 | \$1,361 | \$60,000 | ST | Exempt | |
| 2020 | TIP | 109866 | Trunkline Bridge | GVMC | Kent | MDOT | I-196 | I-196 EB over M-45 WB ramp | 0.000 | Bridge Rehabilitation | Shallow ovrlly, beam rprs | CON | \$1,530,000 | \$170,000 | \$0 | \$1,700,000 | IM | Exempt | |
| 2020 | TIP | 115798 | Trunkline Bridge | GVMC | Kent | MDOT | I-196 EB | I-196 EB over M-45 | 0.000 | Bridge Rehabilitation | Shallow ovrlly, substr repr | CON | \$1,530,000 | \$170,001 | \$0 | \$1,700,000 | IM | Exempt | |
| 2020 | TIP | 128768 | Trunkline Roadside Infrastructure Improvement | GVMC | Kent | MDOT | I-96 | I-96: M-37 east to M-44; I-196 @ M-11 Interchange | 2.775 | Operation Improvements | Upgrade to LED | PE | \$5,458 | \$606 | \$0 | \$0 | IM | Exempt | |
| 2020 | TIP | 200144 | Trunkline Road | GVMC | Kent | MDOT | Regionwide | Grand Region | 0.000 | Road Capital Preventive Maintenance | Overband Crack Fill (FPVS) | CON | \$388,788 | \$86,213 | \$0 | \$475,000 | NH | Exempt | |
| 2020 | TIP | 200162 | S/TIP Line items | GVMC | Kent | MDOT | M-37 | Lake Eastbrook Boulevard north to I-96 | 3.665 | Road Capital Preventive Maintenance | Full Depth Concrete Pavement Repairs, ADA Ramps | CON | \$1,246,576 | \$276,425 | \$0 | \$1,523,000 | NH | Exempt | |
| 2020 | TIP | 200171 | S/TIP Line items | GVMC | Kent | MDOT | M-37 | 44th Street north to 32nd Street | 1.771 | Road Capital Preventive Maintenance | Milling and One Course Asphalt Overlay, ADA Ramps | CON | \$713,732 | \$140,463 | \$17,805 | \$872,000 | NH | Exempt | |
| 2020 | TIP | 200579 | S/TIP Line items | GVMC | Kent | MDOT | I-196 | The Grand River east to Lane Avenue | 2.501 | Road Rehabilitation | Concrete Joint Repairs and High Friction Surface Treatment | CON | \$3,870,000 | \$430,000 | \$0 | \$4,300,000 | IM | Exempt | |
| 2020 | TIP | 200585 | Trunkline Road | GVMC | Kent | MDOT | M-11 | Church Street east to US-131 | 4.203 | Road Rehabilitation | Two Course Asphalt Resurfacing | PE | \$134,234 | \$27,284 | \$2,482 | \$164,000 | NH | Exempt | |
| 2020 | TIP | 130200 | S/TIP Line items | GVMC | Kent | Walker | Kinney Ave | Three Mile to Waldorf | 0.510 | Reconstruction | Reconstruct | CON | \$320,000 | \$0 | \$80,000 | \$400,000 | STU | Exempt | |
| 2020 | TIP | 130578 | Local Traffic Operations And Safety | GVMC | Kent | Wyoming | Byron Center Ave | At 44th Street | 0.001 | Minor Widening | Add NB RT Only Lane | CON | \$144,000 | \$0 | \$56,000 | \$200,000 | CM | Exempt | |
| 2020 | TIP | 118616 | S/TIP Line items | GVMC | Ottawa | MDOT | I-196 (EB) | West of 32nd Avenue east to East of the Ottawa/Kent County Line | 5.303 | Reconstruction | Reconstruction | CON | \$15,300,000 | \$1,700,000 | \$0 | \$17,000,000 | IM | Exempt | |
| 2020 | TIP | 127779 | Trunkline Bridge | GVMC | Ottawa | MDOT | I-196 EB | over 32nd Avenue | 0.000 | Bridge CPM | Deck patch, epoxy overlay | CON | \$224,777 | \$24,975 | \$0 | \$249,752 | IM | Exempt | |
| 2020 | TIP | 129341 | S/TIP Line items | GVMC | Ottawa | MDOT | I-196 | I-196 from 32nd Ave to 44th St. | 4.839 | ITS Applications | Traffic Surveillance Cameras | CON | \$409,250 | \$90,750 | \$0 | \$500,000 | ST | Exempt | |
| 2020 | TIP | 130595 | Local Road | GVMC | Ottawa | Ottawa County | Port Sheldon St | 44th Street to Main Street | 2.493 | Road Rehabilitation | Resurface | CON | \$600,000 | \$0 | \$450,000 | \$1,050,000 | STU | Exempt | |
| 2020 | TIP | 130597 | Local Road | GVMC | Ottawa | Ottawa County | 44th St | Chicago Drive to 8th Avenue | 1.685 | Road Rehabilitation | Resurface | CON | \$400,000 | \$0 | \$440,000 | \$840,000 | STU | Exempt | |
| 2020 | TIP | 203234 | S/TIP Line items | GVMC | Ottawa | Ottawa County | 12th Ave | 10th Ave/Golfside to 12th Avenue, Georgetown Twp | 1.608 | New Facilities | Grand River Greenway Trail Phase III (Cottonwood Drive to Bend Area) | CON | \$260,007 | \$0 | \$173,338 | \$433,345 | TA | Exempt | |
| 2020 | TIP | 130736 | Local Traffic Operations And Safety | GVMC | Kent | Walker | Three Mile Road | Walker Avenue at 3 Mile Road | 0.001 | Traffic Safety | Add dual lefts from EB 3 Mile Road to NB Walker | CON | \$320,000 | | | \$320,000 | CM | Exempt | |
| GVMC 2040 LRTP Projects | | | | | | | | | | | | | | | | | | | |
| Fiscal Year | Job Type | JobNet ID | GPA Type | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost | State Cost | Local Cost | Total Project Cost | Fund Source | Air Quality | Air Quality Comment |
| 2018-2020 | | | | GVMC | Kent | Various | Pavement Preservation | TBD | | | Various pavement condition Improvements | | \$25,160,000 | | \$6,290,000 | \$31,450,000 | STP-U | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|----------|--------|---|-----------|--------|--------------------|--|---------------------------------------|--------|-------------------|---|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|----------------------|
| 2018-2020 | | | | GVMC | Kent | Various | Congestion Mitigation | TBD | | | Congestion relief/Air Quality Improvements | | \$7,650,000 | | \$1,912,500 | \$9,562,500 | CMAQ | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Transportation Alternatives Program | TBD | | | Non-motorized and other alternative projects | | \$2,130,000 | | \$532,500 | \$2,662,500 | TAP | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Safety Enhancements | TBD | | | Safety Related Improvements | | \$3,240,000 | | \$810,000 | \$4,050,000 | HSIP | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Pavement Preservation - NHS | TBD | | | Pavement Improvements on NHS | | \$2,550,000 | | \$637,500 | \$3,187,500 | NHPP | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Bridge Maintenance Program | TBD | | | Bridge Improvements | | \$5,050,000 | | \$1,262,500 | \$6,312,500 | BRIDGE | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Rural Transportation Program | TBD | | | Rural Transportation Improvements | | \$2,580,000 | | \$645,000 | \$3,225,000 | STPR | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Transportation Economic Development Projects | TBD | | | Transportation Economic Development Projects | | \$2,970,000 | | \$742,500 | \$3,712,500 | EDF-C & D | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Operations and Maintenance | General | | | Operating and Maintaining federal aid roads | | \$60,430,000 | | \$15,107,500 | \$75,537,500 | O&M | Exempt | |
| 2018-2020 | | | | GVMC | Kent | ITP | Transit - Capital | Systemwide | | | Capital improvement Projects | | \$28,200,000 | \$2,820,000 | \$2,820,000 | \$31,020,000 | 5307, CTF | Exempt | |
| 2018-2020 | | | | GVMC | Kent | Various | Transit - Seniors/Disabled | Systemwide | | | Projects to assist the disabled and seniors | | \$1,410,000 | \$141,000 | \$141,000 | \$1,551,000 | 5310, CTF | Exempt | |
| 2018-2020 | | | | GVMC | Kent | ITP | Transit - Facilities | Systemwide | | | Bus Replacement | | \$3,200,000 | \$320,000 | \$320,000 | \$3,520,000 | 5339, CTF | Exempt | |
| 2018-2020 | | | | GVMC | Kent | ITP | Transit Operating | Systemwide | | | System Operations | | \$37,840,000 | \$3,784,000 | \$3,784,000 | \$41,624,000 | CTF | Exempt | |
| 2018-2020 | | | | GVMC | Kent | MDOT | System Preservation | Various Trunklines | | | Preserve trunkline system in the region | | \$112,030,000 | \$28,007,500.00 | \$0 | \$112,030,000 | STP, NHS | Exempt | |
| 2018 | | 130541 | S/TIP Line items | GVMC | Kent | KCRC | Knapp St | Dunnigan Ave to Grand River Dr | 2.1 | Major Widening | Widen to 3 lanes | Con | 0 | \$1,227,055 | \$0 | \$2,052,649 | EDC | non-exempt | |
| 2018 | | 130541 | S/TIP Line items | GVMC | Kent | KCRC | Knapp St | Dunnigan Ave to Grand River Dr | 2.1 | Major Widening | Widen to 3 lanes | Con | \$660,475 | \$0.00 | \$165,119 | \$2,052,649 | EDCF | non-exempt | |
| 2018 | | 130746 | S/TIP Line items | GVMC | Kent | KCRC | Knapp St | The Grand River to West of Pettis Ave | 0.49 | Minor Widening | Widen to 3 lanes | Con | \$640,000 | \$0.00 | \$160,000 | \$800,000 | EDCF | non-exempt | |
| 2018 | | 123325 | Trunkline Traffic Operations and Safety | GVMC | Kent | MDOT | I-96 EB | At M-21 | 0.001 | Major Widening | I-96 EB Weaver-Merge lane and add M-21 EB On ramp | PE | \$245,550 | \$54,450.00 | \$0 | \$300,000 | | Exempt | |
| 2018 | | 130764 | S/TIP Line items | GVMC | Ottawa | OCRC | Cottonwood Drive | Baldwin St to Bauer Rd | 1.425 | Major Widening | Reconstruct 4 to 5 lanes | Con | \$1,500,000 | \$0.00 | ##### | \$4,279,419 | STU | non-exempt | |
| 2018 | | 126117 | S/TIP Line items | GVMC | kent | MDOT | M-57 | Farland Ave East to Ramsdell Dr | 2.01 | Traffic Safety | Passing Relief Lanes | EPE | \$67,500 | \$7,500.00 | \$0.00 | \$75,000 | | non-exempt | |
| 2019 | | 130613 | S/TIP Line items | GVMC | Kent | Wyoming | 54th St | Haufhey Ave to US-131 | 0.461 | Minor Widening | Add 3rd WB Lane | Con | \$0 | \$1,326,485.00 | \$331,621 | \$1,658,106 | EDC | non-exempt | |
| 2019 | | 45790 | S/TIP Line items | GVMC | Kent | MDOT | I-196 | Fuller to I-96 Junction | 2 | | Additional lane in each direction per EA | CON | \$18,660,982 | \$4,138,019 | | \$22,799,000 | NH, MTF | nonexempt | |
| 2020 | | 130581 | S/TIP Line items | GVMC | Kent | KCRC | 84th St | Division Ave to Eastern Ave | 0.975 | Major Widening | Reconstruct to 3 lanes | Con | \$0 | \$1,021,629.00 | \$255,000 | \$1,276,629 | EDC | non-exempt | |
| 2020 | | 130586 | Local Traffic Operations and Safety | GVMC | Kent | KCRC | Segwun Ave SE | South of Segwun to Grand River Drive | 0.45 | Minor Widening | Widen to 3 lanes | Con | \$713,014 | \$0.00 | \$178,254 | \$891,268 | | non-exempt | |
| 2021-2030 | | | | GVMC | Kent | MDOT | I-196/WB Bridge over the Grand R | Near Ottawa Ave | | | Widen Bridge & Extend WB to SB Off Ramp | | \$16,000,000 | \$4,000,000 | | \$20,000,000 | IE, MTF | Exempt | |
| 2021-2030 | | | | GVMC | Kent | MDOT | I-96 | Leonard to Cascade | 3 | | Add Lanes/ new ramps/ C's & D's per EA | | \$320,000,000 | \$80,000,000 | | \$400,000,000 | IE, MTF | non-exempt | |
| 2021-2030 | | | | GVMC | Kent | MDOT | M-44/M-37 (East Beltline) | M-21 to Knapp | 3 | | Additional through and turning lanes | | \$40,000,000 | \$10,000,000 | | \$50,000,000 | IE, MTF | non-exempt | |
| 2021-2030 | | | | GVMC | Kent | MDOT | I-196 | @ Ottawa Avenue | | | New NB Access to NB Division (US-131 BR) | | \$16,000,000 | \$4,000,000 | | \$20,000,000 | IE, MTF | non-exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Pavement Preservation | TBD | | | Various pavement condition Improvements | | \$109,630,000 | | \$27,407,500 | \$109,630,000 | STP-U | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Congestion Mitigation | TBD | | | Congestion relief/Air Quality Improvements | | \$25,520,000 | | \$6,380,000 | \$25,520,000 | CMAQ | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Transportation Alternatives Program | TBD | | | Non-motorized and other alternative projects | | \$8,290,000 | | \$2,072,500 | \$8,290,000 | TAP | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Safety Enhancements | TBD | | | Safety Related Improvements | | \$12,650,000 | | \$3,162,500 | \$12,650,000 | HSIP | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Pavement Preservation - NHS | TBD | | | Pavement Improvements on NHS | | \$9,790,000 | | \$2,447,500 | \$9,790,000 | NHPP | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Bridge Maintenance Program | TBD | | | Bridge Improvements | | \$19,600,000 | | \$4,900,000 | \$19,600,000 | BRIDGE | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Rural Transportation Program | TBD | | | Rural Transportation Improvements | | \$9,890,000 | | \$2,472,500 | \$9,890,000 | STPR | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Transportation Economic Development Projects | TBD | | | Transportation Economic Development Projects | | \$9,980,000 | | \$2,495,000 | \$9,980,000 | EDF-C & D | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Operations and Maintenance | General | | | Operating and Maintaining federal aid roads | | \$231,850,000 | | \$57,962,500 | \$231,850,000 | O&M | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|----------------------------|-------------|--------|----------------------|-----------|--------|--|-------------------------------------|--|--------|-----------------------|--|-------|----------------------|------------------------|------------------------|------------------------|-------------|-------------|----------------------|
| 2021-2030 | | | | GVMC | Kent | ITP | Transit - Capital | Systemwide | | | Capital improvement Projects | | \$118,700,000 | | \$29,675,000 | \$148,375,000 | 5307 | Exempt | |
| 2021-2030 | | | | GVMC | Kent | Various | Transit - Seniors/Disabled | Systemwide | | | Projects to assist the disabled and seniors | | \$5,940,000 | | \$1,485,000 | \$7,425,000 | 5310 | Exempt | |
| 2021-2030 | | | | GVMC | Kent | ITP | Transit - Facilities | Systemwide | | | Bus Replacement | | \$13,450,000 | | \$3,362,500 | \$16,812,500 | 5339 | Exempt | |
| 2021-2030 | | | | GVMC | Kent | ITP | Transit Operating | Systemwide | | | System Operations | | \$129,050,000 | | \$32,262,500 | \$161,312,500 | CTF | Exempt | |
| 2021-2030 | | | | GVMC | Kent | MDOT | System Preservation | Various Trunklines | | | Preserve trunkline system in the region | | \$501,240,000 | | \$125,310,000 | \$626,550,000 | STP,NHS | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Pavement Preservation | TBD | | | Various pavement condition Improvements | | \$138,830,000 | | \$34,707,500 | \$173,537,500 | STP-U | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Congestion Mitigation | TBD | | | Congestion relief/Air Quality Improvements | | \$25,520,000 | | \$6,380,000 | \$31,900,000 | CMAQ | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Transportation Alternatives Program | TBD | | | Non-motorized and other alternative projects | | \$10,490,000 | | \$2,622,500 | \$13,112,500 | TAP | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Safety Enhancements | TBD | | | Safety Related Improvements | | \$16,010,000 | | \$4,002,500 | \$20,012,500 | HSIP | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Pavement Preservation - NHS | TBD | | | Pavement Improvements on NHS | | \$13,190,000 | | \$3,297,500 | \$16,487,500 | NHPP | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Bridge Maintenance Program | TBD | | | Bridge Improvements | | \$24,640,000 | | \$6,160,000 | \$30,800,000 | BRIDGE | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Rural Transportation Program | TBD | | | Rural Transportation Improvements | | \$12,520,000 | | \$3,130,000 | \$15,650,000 | STPR | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Transportation Economic Development | TBD | | | Transportation Economic Development Projects | | \$9,980,000 | | \$2,495,000 | \$12,475,000 | EDF-C & D | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Operations and Maintenance | General | | | Operating and Maintaining federal aid roads | | \$257,000,000 | | \$64,250,000 | \$321,250,000 | O&M | Exempt | |
| 2031-2040 | | | | GVMC | Kent | ITP | Transit - Capital | Systemwide | | | Capital improvement Projects | | \$170,400,000 | | \$42,600,000 | \$213,000,000 | 5307 | Exempt | |
| 2031-2040 | | | | GVMC | Kent | Various | Transit - Seniors/Disabled | Systemwide | | | Projects to assist the disabled and seniors | | \$8,530,000 | | \$2,132,500 | \$10,662,500 | 5310 | Exempt | |
| 2031-2040 | | | | GVMC | Kent | ITP | Transit - Facilities | Systemwide | | | Bus Replacement | | \$19,300,000 | | \$4,825,000 | \$24,125,000 | 5339 | Exempt | |
| 2031-2040 | | | | GVMC | Kent | ITP | Transit Operating | Systemwide | | | System Operations | | \$133,900,000 | | \$33,475,000 | \$167,375,000 | STP, NHS | Exempt | |
| 2031-2040 | | | | GVMC | Kent | MDOT | System Preservation | Various Trunklines | | | Preserve trunkline system in the region | | \$635,330,000 | \$158,832,500 | | \$794,162,500 | STP, NHS | Exempt | |
| | | | | | | | | | | | | | | | | | | | |
| WestPlan TIP Ottawa County | | | | | | | | | | | | | | | | | | | |
| Fiscal Year | Job Type | Job# | GPA Type | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Air Quality | Air Quality Comments |
| 2018 | Multi-Modal | 201505 | CTF | WESTPLAN | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Harbor Transit Multi-Modal Transportation System/Ottawa County | 0.000 | SP05-Local Bus Oper | Formula Budget | NI | \$0 | \$0 | \$0 | \$0 | CTF | Exempt | |
| 2018 | Multi-Modal | 201505 | CTF | WESTPLAN | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Harbor Transit Multi-Modal Transportation System/Ottawa County | 0.000 | SP05-Local Bus Oper | Formula Budget | NI | \$0 | \$1,224,424 | \$0 | \$1,224,424 | CTF | Exempt | |
| 2019 | Local | 126424 | Local Livability and | WESTPLAN | Ottawa | Spring Lake | North Bank Trail | 130th Ave to 112th Ave, Crocker | 3.100 | Roadside Facilities - | Nonmotorized Path | CON | \$1,145,200 | \$0 | \$490,800 | \$1,636,000 | TAUL | Exempt | |
| 2019 | Trunkline | 127479 | Not Applicable | WESTPLAN | Ottawa | MDOT | M-104 | Kruger Street east to 148th Avenue | 0.310 | Major Widening | Center Left Turn Lane | PE | \$96,583 | \$21,417 | \$0 | | CM | Exempt | |
| 2021 | Trunkline | 127479 | Not Applicable | WESTPLAN | Ottawa | MDOT | M-104 | Kruger Street east to 148th Avenue | 0.310 | Major Widening | Center Left Turn Lane | CON | \$458,360 | \$101,640 | \$0 | | CM | Exempt | |
| 2018 | Local | 129674 | Not Applicable | WESTPLAN | Ottawa | Ottawa County | Osborn Street | 104th Avenue to 68th Avenue | 4.811 | Road Rehabilitation | Resurface | CON | \$0 | \$71,615 | \$0 | \$71,615 | EDD | Exempt | |
| 2018 | Local | 129674 | Not Applicable | WESTPLAN | Ottawa | Ottawa County | Osborn Street | 104th Avenue to 68th Avenue | 4.811 | Road Rehabilitation | Resurface | CON | \$639,478 | \$0 | \$1,365,807 | \$2,005,285 | STL | Exempt | |
| 2019 | Local | 130778 | Not Applicable | WESTPLAN | Ottawa | Grand Haven | Northshore Drive | Grand Haven City Limit to Main S | 0.921 | Reconstruction | Reconstruct add 10" paved s | CON | \$319,361 | \$0 | \$1,083,775 | \$1,403,136 | STUL | Exempt | |
| 2020 | Local | 130779 | Not Applicable | WESTPLAN | Ottawa | Ottawa County | Lakeshore Dr | Rosy Mound Drive to Buchanan S | 2.660 | Road Rehabilitation | Resurface existing 30' width | CON | \$630,859 | \$0 | \$570,641 | \$1,201,500 | STUL | Exempt | |
| 2019 | Local | 130780 | Not Applicable | WESTPLAN | Ottawa | Spring Lake | Exchange Street | Jackson to Elm | 0.285 | Reconstruction | Resurface | CON | \$200,000 | \$0 | \$330,000 | \$530,000 | STUL | Exempt | |
| 2019 | Local | 130785 | Not Applicable | WESTPLAN | Ottawa | Ottawa County | Comstock St | 168th to Mercury | 0.383 | Road Rehabilitation | Resurface existing width, res | CON | \$420,000 | \$0 | \$334,200 | \$754,200 | STUL | Exempt | |
| 2020 | Local | 130795 | Not Applicable | WESTPLAN | Ottawa | Ferrysburg | Northshore Drive | North Shore Estates Road to City of FB city limits | 0.643 | Reconstruction | Reconstruct | CON | \$286,000 | \$0 | \$414,000 | \$700,000 | STUL | Exempt | |
| 2018 | Local | 130813 | Not Applicable | WESTPLAN | Ottawa | Ottawa County | Robbins Road | Robbins Road from Moreland Street to Mercury Drive | 0.738 | Road Rehabilitation | Resurface existing 30' width | CON | \$222,500 | \$0 | \$100,000 | \$322,500 | STUL | Exempt | |
| 2021 | Trunkline | 200107 | Not Applicable | WESTPLAN | Ottawa | MDOT | US-31 N | Over the Grand River | 0.000 | Bridge Rehabilitation | Full Paint, steel repairs, grid | CON | \$11,589,327 | \$2,569,899 | \$0 | | NH | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|-------------|--------|-------------------|-----------|--------|--|---|---|--------|-------------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|----------------------|
| 2019 | Trunkline | 200348 | Not Applicable | WESTPLAN | Kent | MDOT | I-196BS | US-31 NB OFF RAMP @ M-46(APPLE) US-31 SB OFF RAMP @ M-46(APPLE) M121 (CHICAGO DR) @ COTTONWOOD DR (6 pole) M121 (CHICAGO DR) EB @ XOVER W. OF ROSEWOOD | 0.000 | Traffic Safety | Traffic Signal Modernizations; connected vehicle installations. | ROW | \$0 | \$0 | \$0 | | STG | Exempt | |
| 2020 | Trunkline | 200348 | Not Applicable | WESTPLAN | Kent | MDOT | I-196BS | US-31 NB OFF RAMP @ M-46(APPLE) US-31 SB OFF RAMP @ M-46(APPLE) M121 (CHICAGO DR) @ COTTONWOOD DR (6 pole) M121 (CHICAGO DR) EB @ XOVER W. OF ROSEWOOD | 0.000 | Traffic Safety | Traffic Signal Modernizations; connected vehicle installations. | CON | \$784,944 | \$0 | \$0 | | STG | Exempt | |
| 2018 | Trunkline | 200671 | Not Applicable | WESTPLAN | Ottawa | MDOT | M-45 | US-31 east to M-231 | 4.584 | Road Capital Preventive Maintenance | Milling and One Course Asphalt | CON | \$980,563 | \$217,437 | \$0 | | ST | Exempt | |
| 2020 | Trunkline | 200672 | Not Applicable | WESTPLAN | Ottawa | MDOT | M-45 | 120th Ave to 96th Ave | 6.095 | Road Capital Preventive Maintenance | Milling & One Course Asphalt | CON | \$585,480 | \$128,520 | \$0 | | NH | Exempt | |
| 2018 | Trunkline | 200806 | Not Applicable | WESTPLAN | Kent | MDOT | Leonard St NE | I-96, M-120 | 0.000 | Operation Improvement | Upgrade tower lighting luminaires | CON | \$287,656 | \$63,144 | \$0 | | ST | Exempt | |
| 2019 | Local | 201121 | Not Applicable | WESTPLAN | Ottawa | Ottawa County | 120th Ave | 120th Ave to 112th Ave along Terra Verde Course, Crockery Township | 2.737 | New Facilities | Construct Phase 2 of trail connecting North Bank to Grand River Greenway | CON | \$1,540,318 | \$0 | \$593,172 | \$2,133,490 | TA | Exempt | |
| 2018 | Trunkline | 202476 | Not Applicable | WESTPLAN | Oceana | MDOT | US-31 S | EB I-96 east of M-104 | 1.010 | Traffic Safety | Planting living snow fence along | CON | \$27,460 | \$3,051 | \$0 | | HSIP | Exempt | |
| 2018 | Multi-Modal | 202906 | Not Applicable | WESTPLAN | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide | 0.000 | SP10-State Match urban Agency | Bus replacement, Outreach and | NI | \$278,000 | \$69,500 | \$0 | \$347,500 | CM | Exempt | |
| 2019 | Trunkline | 203017 | Not Applicable | WESTPLAN | Kent | MDOT | Grand Region longitudinal pavement markings | Muskegon Area | 1.089 | Traffic Safety | Application of longitudinal pavement | PE | \$1,125 | \$125 | \$0 | | HSIP | Exempt | |
| 2019 | Trunkline | 203017 | Not Applicable | WESTPLAN | Kent | MDOT | Grand Region longitudinal pavement markings | Muskegon Area | 1.089 | Traffic Safety | Application of longitudinal pavement | CON | \$205,937 | \$22,882 | \$0 | | HSIP | Exempt | |
| 2019 | Trunkline | 203018 | Not Applicable | WESTPLAN | Kent | MDOT | Grand Region special pavement markings | Muskegon Area | 1.863 | Traffic Safety | Application of special pavement | PE | \$90 | \$10 | \$0 | | HSIP | Exempt | |
| 2019 | Trunkline | 203018 | Not Applicable | WESTPLAN | Kent | MDOT | Grand Region special pavement markings | Muskegon Area | 1.863 | Traffic Safety | Application of special pavement | CON | \$1,125 | \$125 | \$0 | | HSIP | Exempt | |
| 2019 | Multi-Modal | 203203 | Not Applicable | WESTPLAN | Ottawa | Harbor Transit Multi-Model Transportation System | Transit Operations | Areawide | 0.000 | 4420-Metropolitan Planning | Conduct transit and marketing | NI | \$20,000 | \$5,000 | \$0 | \$25,000 | CM | Exempt | |
| 2019 | Trunkline | 203508 | Not Applicable | WESTPLAN | Kent | MDOT | I-296 N | Muskegon Area | 1.362 | Traffic Safety | Pavement marking retroreflectivity readings and condition assessment | CON | \$1,282 | \$142 | \$0 | | HSIP | Exempt | |
| 2018 | Multi-Modal | 203948 | Not Applicable | WESTPLAN | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide/Harbor Transit/Ottawa County | 0.000 | SP10-State Match urban Agency | Purchase replacement buses | NI | \$548,041 | \$137,010 | \$0 | \$685,051 | 5307 | Exempt | |
| 2018 | Multi-Modal | 203949 | Not Applicable | WESTPLAN | Ottawa | Harbor Transit Multi-Model Transportation System | N Ferry St | Areawide/Harbor Transit/Ottawa County | 0.000 | SP10-State Match urban Agency | Purchase replacement buses | NI | \$65,210 | \$16,303 | \$0 | \$81,513 | 5339 | Exempt | |
| 2022 | Trunkline | 204951 | Not Applicable | WESTPLAN | Kent | MDOT | M-44 E | Muskegon | 0.000 | Traffic Safety | Install traffic signal dilemma zone | PE | \$19,067 | \$2,119 | \$0 | | HSIP | Exempt | |
| 2023 | Trunkline | 204951 | Not Applicable | WESTPLAN | Kent | MDOT | M-44 E | Muskegon | 0.000 | Traffic Safety | Install traffic signal dilemma zone | CON | \$118,640 | \$13,182 | \$0 | | HSIP | Exempt | |
| 2018 | Multi-Modal | 203946 | Transit Capital | WESTPLAN | Ottawa | Harbor Transit | Transit Capital | Areawide/Harbor Transit/Ottawa County | 0.000 | SP10-State Match urban Agency | Construct an administration building | NI | \$800,000 | \$200,000 | \$0 | \$1,000,000 | 5339 | Exempt | |
| 2018 | Trunkline | 126928 | Trunkline Bridge | WESTPLAN | Ottawa | MDOT | I-96 WB | EB & WB over the Crockery Creek | 0.000 | Bridge Rehabilitation | Deep overlay, Substructure repair | CON | \$1,584,755 | \$176,085 | \$0 | | IM | Exempt | |
| 2021 | Trunkline | 201288 | Trunkline Bridge | WESTPLAN | Ottawa | MDOT | US-31 | 4 Bridges along US-31 Corridor | 0.000 | Bridge Rehabilitation | Deep overlay (2 bridges), Epoxy overlay (2 Bridges) and other PM work | CON | \$3,508,960 | \$778,103 | \$0 | | NH | Exempt | |
| 2022 | Trunkline | 201289 | Trunkline Bridge | WESTPLAN | Ottawa | MDOT | M-104 | M-104 Over The Spring Lake Channel (70081-B01) | 0.000 | Bridge Rehabilitation | Deep Overlay | CON | \$1,350,606 | \$299,493 | \$0 | | NH | Exempt | |
| 2018 | Trunkline | 131778 | Trunkline Highway | WESTPLAN | Lake | MDOT | US-10 | M-37 in Muskegon County | 49.832 | Road Capital Preventive Maintenance | HMA Crack Treatment (FPM) | CON | \$11,480 | \$2,520 | \$0 | | ST | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|---|-----------|--------|-------------------|-----------|----------|---|--------------------|--|--------|-------------------------------------|---|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|---|
| 2020 | Trunkline | 200664 | Trunkline Road | WESTPLAN | Ottawa | MDOT | M-104 | Spring Lake Channel east to Lake | 1.407 | Road Capital Preventive Maintenance | Milling & One Course Asphalt | CON | \$611,420 | \$135,581 | \$0 | | NH | Exempt | |
| 2020 | Trunkline | 204257 | Trunkline Road | WESTPLAN | Ottawa | MDOT | US-31 | M-45 north to Comstock Street | 5.065 | Road Capital Preventive Maintenance | Full Depth Concrete Joint Re | CON | \$1,520,773 | \$337,227 | \$0 | | NH | Exempt | |
| 2022 | Trunkline | 124871 | Trunkline Traffic | WESTPLAN | Ottawa | MDOT | US-31 | US-31 and M-104 in Grand Haven and Spring Lake | 5.855 | ITS Applications | ITS devices and communicat | PE | \$327,400 | \$72,600 | \$0 | | ST | Exempt | |
| 2019 | Trunkline | 127478 | Trunkline Traffic | WESTPLAN | Ottawa | MDOT | US-31 | At Pierce Street, Winans Street and 158th Avenue | 1.048 | Traffic Safety | Indirect Left Turn Lanes | PE | \$163,700 | \$36,300 | \$0 | | CM | Exempt | |
| 2020 | Trunkline | 127478 | Trunkline Traffic | WESTPLAN | Ottawa | MDOT | US-31 | At Pierce Street, Winans Street and 158th Avenue | 1.048 | Traffic Safety | Indirect Left Turn Lanes | CON | \$708,003 | \$156,997 | \$0 | | CM | Non-exempt | |
| 2018 | Trunkline | 200968 | Trunkline Traffic | WESTPLAN | Kent | MDOT | Regionwide | US-31 | 40.820 | Traffic Safety | Upgrade freeway delineation | PE | \$1,688 | \$188 | \$0 | | HSIP | Exempt | |
| 2018 | Trunkline | 200968 | Trunkline Traffic | WESTPLAN | Kent | MDOT | Regionwide | US-31 | 40.820 | Traffic Safety | Upgrade freeway delineation | CON | \$50,145 | \$5,572 | \$0 | | HSIP | Exempt | |
| 2018 | Trunkline | 201467 | Trunkline Traffic | WESTPLAN | Kent | MDOT | I-296 N | Muskegon Area | 1.776 | Traffic Safety | Long line pavement marking | PE | \$1,125 | \$125 | \$0 | | HSIP | Exempt | |
| 2018 | Trunkline | 201467 | Trunkline Traffic | WESTPLAN | Kent | MDOT | I-296 N | Muskegon Area | 1.776 | Traffic Safety | Long line pavement marking | CON | \$208,187 | \$23,132 | \$0 | | HSIP | Exempt | |
| 2018 | Trunkline | 201471 | Trunkline Traffic | WESTPLAN | Kent | MDOT | I-296 N | Muskegon Area | 1.170 | Traffic Safety | special pavement marking at | PE | \$90 | \$10 | \$0 | | HSIP | Exempt | |
| 2018 | Trunkline | 201471 | Trunkline Traffic | WESTPLAN | Kent | MDOT | I-296 N | Muskegon Area | 1.170 | Traffic Safety | special pavement marking at | CON | \$1,350 | \$150 | \$0 | | HSIP | Exempt | |
| 2018 | Trunkline | 203378 | Trunkline Traffic | WESTPLAN | Ottawa | MDOT | US-31 N | US-31 at M-104 interchange | 0.095 | Operation Improvement | Freeway lighting upgrade | PE | \$20,463 | \$4,538 | \$0 | | NH | Exempt | |
| 2019 | Trunkline | 203378 | Trunkline Traffic | WESTPLAN | Ottawa | MDOT | US-31 N | US-31 at M-104 interchange | 0.095 | Operation Improvement | Freeway lighting upgrade | CON | \$184,163 | \$40,838 | \$0 | | NH | Exempt | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| MACC TIP and 2040 LRTP Ottawa County Projects | | | | | | | | | | | | | | | | | | | |
| Fiscal Year | TIP/LRTP | Job # | GPA Type | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comment |
| 2018 | TIP | 201233 | S/TIP Line items | MACC | Ottawa | Not Applicable | 72nd Ave | M-121 near 72nd Avenue in Ottawa County | 0.999 | Railroad | widen shoulders on east and west approaches of M-121 to 72nd Avenue | CON | \$63,000 | \$7,000 | \$0 | \$70,000 | STRH | Exempt | Widening of shoulders, no lanes added |
| 2018 | TIP | 201233 | S/TIP Line items | MACC | Ottawa | Not Applicable | 72nd Ave | M-121 near 72nd Avenue in Ottawa County | 0.999 | Railroad | widen shoulders on east and west approaches of M-121 to 72nd Avenue | CON | \$9,000 | \$1,000 | \$0 | \$10,000 | STRH | Exempt | Widening of shoulders, no lanes added |
| 2018 | TIP | 201233 | S/TIP Line items | MACC | Ottawa | Not Applicable | 72nd Ave | M-121 near 72nd Avenue in Ottawa County | 0.999 | Railroad | widen shoulders on east and west approaches of M-121 to 72nd Avenue | PE | \$18,000 | \$2,000 | \$0 | \$20,000 | STRH | Exempt | Widening of shoulders, no lanes added |
| 2018 | TIP | 200968 | Trunkline Traffic | MACC | Kent | MDOT | Regionwide | Regionwide freeways | 40.820 | Traffic Safety | Upgrade freeway delineation | CON | \$109,566 | \$12,174 | \$0 | \$121,740 | HSIP | Exempt | Delineation |
| 2018 | TIP | 201467 | Trunkline Traffic | MACC | Kent | MDOT | I-296 N | Region-wide | 1.776 | Traffic Safety | Long line pavement marking application | CON | \$308,679 | \$34,298 | \$0 | \$342,977 | HSIP | Exempt | |
| 2018 | TIP | 201471 | Trunkline Traffic | MACC | Kent | MDOT | I-296 N | Region-wide | 1.170 | Traffic Safety | special pavement marking application | CON | \$1,350 | \$150 | \$0 | \$1,500 | HSIP | Exempt | |
| 2018 | TIP | 132045 | S/TIP Line items | MACC | Muskegon | MDOT | Muskegon TSC Wide | Muskegon TSC Wide | 21.893 | Road Capital Preventive Maintenance | HMA Crack Treatment (FPVS) | CON | \$80,442 | \$17,658 | \$0 | \$98,100 | ST | Exempt | |
| 2018 | TIP | 113391 | Trunkline Traffic | MACC | Ottawa | MDOT | US-31 | At Barry Street | 0.227 | Traffic Safety | Indirect Left Turn Lane | CON | \$327,400 | \$72,600 | \$0 | \$400,000 | CM | Exempt | CMAQ project Left turn lane added at intersection |
| 2018 | TIP | 200662 | S/TIP Line items | MACC | Ottawa | MDOT | I-196 | Allegan/Ottawa County Line east to Byron Road | 3.960 | Road Rehabilitation | Two Course Asphalt Resurfacing | CON | \$4,547,700 | \$505,300 | \$0 | \$5,053,000 | IM | Exempt | |
| 2018 | TIP | 201572 | S/TIP Line items | MACC | Ottawa | MDOT | I-196 (BL) | Homestead Drive east to I-196 | 0.962 | Traffic Safety | Intersection Improvements | CON | \$1,235,935 | \$274,065 | \$0 | \$1,510,000 | CM | Exempt | CMAQ project Left turn lane added at intersection |
| 2018 | TIP | 202765 | S/TIP Line items | MACC | Ottawa | MDOT | I-196 | Byron Road east to 32nd Avenue | 6.759 | Road Capital Preventive Maintenance | Milling & One Course Asphalt Overlay | CON | \$810,000 | \$90,000 | \$0 | \$900,000 | IM | Exempt | |
| 2018 | TIP | 204722 | Trunkline Traffic | MACC | Ottawa | MDOT | US-31 | US-31 at Port Sheldon | 0.000 | Traffic Safety | Install dilemma zone system | CON | \$25,047 | \$2,783 | \$0 | \$27,830 | HSIP | Exempt | |
| 2019 | TIP | 202041 | S/TIP Line items | MACC | Ottawa | CSX Transport | 72nd Ave | At CSX Transportation in Zeeland Township, Ottawa County | 0.000 | Railroad | extend crossing surface and relocate warning devices | CON | \$243,000 | \$27,000 | \$0 | \$270,000 | STRH | Exempt | |
| 2019 | TIP | 130728 | S/TIP Line items | MACC | Ottawa | Holland | Waverly Rd | 16th St. - 48th St. | 1.960 | Road Rehabilitation | Resurface roadway | CON | \$532,025 | \$0 | \$547,975 | \$1,080,000 | STUL | Exempt | |
| 2019 | TIP | 130693 | S/TIP Line items | MACC | Ottawa | MACC | Douglas Ave | MACC Office | 0.001 | Planning, Research & Design | Local Data Collection | CON | \$15,654 | \$0 | \$5,596 | \$21,250 | STUL | Exempt | |
| 2019 | TIP | 203231 | S/TIP Line items | MACC | Ottawa | Macatawa Area Express Transporation Authority | Transit Operations | Areawide | 0.000 | SP10-State Match urban Agency | Transit operating support and capital needs. | NI | \$1,602,000 | \$1,940,000 | \$1,560,000 | \$5,102,000 | 5307 | Exempt | |
| 2019 | TIP | 203235 | 5310 | MACC | Ottawa | Macatawa Area Express Transporation Authority | Transit Operations | Areawide | 0.000 | SP10-State Match urban Agency | Transit operating support | NI | \$198,000 | \$14,000 | \$143,000 | \$355,000 | 5310 | Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-------------|----------|--------|---|-----------|--------|---|--------------------|---|--------|-------------------------------|--|-------|-------------------|---------------------|---------------------|---------------------|-------------|-------------|---|
| 2019 | TIP | 203237 | 5339 | MACC | Ottawa | Macatawa Area Express Transporation Authority | Transit Capital | Areawide | 0.000 | SP10-State Match urban Agency | Replace Buses | NI | \$144,000 | \$36,000 | \$0 | \$180,000 | 5339 | Exempt | |
| 2019 | TIP | 106354 | Trunkline Roadside Infrastructure Improvement | MACC | Ottawa | MDOT | I-196 BL | At Homestead Drive SE Quadran | 0.001 | Roadside Facilities - Improve | Resurfacing | CON | \$31,103 | \$6,897 | \$0 | \$38,000 | ST | Exempt | |
| 2019 | TIP | 123859 | Trunkline Traffic Operations And Safety | MACC | Ottawa | MDOT | I-196 BL | I-196BL at 112th Ave | 0.250 | Traffic Safety | Construct indirect left turns | CON | \$562,500 | \$62,500 | \$0 | \$625,000 | HSIP | Exempt | Indirect left turns, intersection improvement |
| 2019 | TIP | 130722 | S/TIP Line items | MACC | Ottawa | Ottawa County | Areawide | Ransom St. | 0.001 | Air Quality Improvement | Replace truck | CON | \$58,000 | \$0 | \$62,000 | \$120,000 | CM | Exempt | |
| 2019 | TIP | 130725 | S/TIP Line items | MACC | Ottawa | Ottawa County | Quincy St | 120th Ave. - 136th Ave. | 1.985 | New Facilities | Construct nonmotorized pathway | CON | \$465,600 | \$0 | \$234,400 | \$700,000 | CM | Exempt | |
| 2019 | TIP | 202855 | | MACC | Ottawa | Zeeland | Washington Ave | Main at Washington | 0.228 | Roundabout Construction | Construct roundabout | CON | \$600,000 | \$350,000 | \$1,015,000 | \$1,965,000 | HSIP | Exempt | Roundabout Con |
| 2019 | TIP | 130732 | S/TIP Line items | MACC | Ottawa | Zeeland | Washington Ave | Franklin St. - City Limits | 0.296 | Reconstruction | Reconstruct existing roadway | CON | \$860,000 | \$0 | \$1,240,000 | \$2,100,000 | STUL | Exempt | This is part of Zeeland's roundabout project, the road will be changing shape, but no new lanes will be added |
| 2019 | TIP | 120916 | S/TIP Line items | MACC | Ottawa | MACC | Areawide | Macatawa Area Express Service Area | 0.000 | SP10-State Match urban Agency | Bus purchase | NI | \$208,000 | \$52,000 | \$0 | \$260,000 | CM | Exempt | |
| 2020 | TIP | 130712 | S/TIP Line items | MACC | Ottawa | Holland | Waverly Rd | 16th St. - 48th St. | 1.960 | Road Rehabilitation | Resurface roadway | CON | \$590,000 | \$0 | \$0 | \$590,000 | STUL | Exempt | |
| 2020 | TIP | 130714 | S/TIP Line items | MACC | Ottawa | Holland | 16th St | River Ave. - Lane Ave. | 1.275 | Road Rehabilitation | Resurface roadway | CON | \$331,492 | \$0 | \$118,508 | \$450,000 | STUL | Exempt | |
| 2020 | TIP | 130683 | S/TIP Line items | MACC | Ottawa | MACC | Douglas Ave | MACC Office | 0.001 | Planning, Research & Design | Local data collection | CON | \$15,654 | \$0 | \$5,596 | \$21,250 | STUL | Exempt | |
| 2020 | TIP | 130702 | S/TIP Line items | MACC | Ottawa | Macatawa Area Express Transporation Authority | Breenway Dr | MAX Service Area | 0.000 | 1110-Bus Rolling Stock | Replace buses | NI | \$312,000 | \$94,250 | \$0 | \$406,250 | CM | Exempt | |
| 2020 | TIP | 203244 | S/TIP Line items | MACC | Ottawa | Macatawa Area Express Transporation Authority | Transit Operating | Areawide | 0.000 | SP10-State Match urban Agency | Transit operating support and capital needs. | NI | \$1,600,000 | \$1,980,000 | \$1,620,000 | \$5,200,000 | 5307 | Exempt | |
| 2020 | TIP | 203269 | 5310 | MACC | Ottawa | Macatawa Area Express Transporation Authority | Transit Operations | Areawide | 0.000 | SP10-State Match urban Agency | Twilight and Night Owl Service | NI | \$205,000 | \$15,000 | \$145,000 | \$365,000 | 5310 | Exempt | |
| 2020 | TIP | 203282 | 5339 | MACC | Ottawa | Macatawa Area Express Transporation Authority | Transit Capital | Areawide | 0.000 | SP10-State Match urban Agency | Replace Buses | NI | \$144,000 | \$36,000 | \$0 | \$180,000 | 5339 | Exempt | |
| 2020 | TIP | 122685 | Trunkline Bridge | MACC | Ottawa | MDOT | I-196 BL | over the Black River | 0.000 | Bridge Rehabilitation | Deep Overlay, Railing Replacement | CON | \$815,145 | \$180,756 | \$0 | \$995,901 | NH | Exempt | |
| 2020 | TIP | 130701 | S/TIP Line items | MACC | Ottawa | Ottawa County | Ransom St | Ransom St. | 0.001 | Contracts | Replace truck | CON | \$58,000 | \$0 | \$62,000 | \$120,000 | CM | Exempt | |
| 2020 | TIP | 130704 | S/TIP Line items | MACC | Ottawa | Ottawa County | 84th Ave | Gordon St. - Westpark Way | 0.409 | New Facilities | Construct nonmotorized pathway | CON | \$89,000 | \$0 | \$96,000 | \$185,000 | CM | Exempt | |
| 2020 | TIP | 130717 | S/TIP Line items | MACC | Ottawa | Ottawa County | Lakewood Blvd | 120th Ave. - 112th Ave. | 0.854 | Road Rehabilitation | Resurface roadway | CON | \$347,862 | \$0 | \$152,138 | \$500,000 | STUL | Exempt | |
| 2025 | L RTP | | | MACC | Ottawa | | 120th Ave | Riley Street to Quincy Street | 1 | | Reconstruct and widen from 2 to 5 lanes, Intersection improvements | | | | | 2,750,000 | | Non-Exempt | |
| 2025 | L RTP | | | MACC | Ottawa | | James St | Beeline Road to US 31 | 0.6 | | Reconstruct and widen from 3 to 5 lanes, Intersection Improvements | | | | | 1,320,000 | | Non-Exempt | |
| 2025 | L RTP | | | MACC | Ottawa | | James St | 112 th Avenue to Chicago Drive | 1.1 | | Reconstruct and widen from 2 to 5 lanes, Intersection improvements | | | | | 3,025,000 | | Non-Exempt | |
| 2025 | L RTP | | | MACC | Ottawa | | River Ave | CSX Crossing to 136 th Avenue | 0.4 | | Reconstruct and widen from 5 to 7 lanes, Intersection improvements | | | | | 1,430,000 | | Non-Exempt | |
| 2030 | L RTP | | | MACC | Ottawa | | 96th Ave | Adams Street to Gordon Street | 1.5 | | Reconstruct and widen from 2 to 5 lanes, Intersection improvements | | | | | 3,390,000 | | Non-Exempt | |
| 2030 | L RTP | | | MACC | Ottawa | | Douglas Ave | River Avenue to 144 th Avenue | 1.3 | | Reconstruct and widen from 4 to 5 lanes | | | | | 3,300,000 | | Non-Exempt | |

| Fiscal Year | Job Type | Job # | GPA Type | MPO/Rural County | | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Budget Amount | State Budget Amount | Local Budget Amount | Total Budget Amount | Fund Source | Air Quality | Air Quality Comments |
|-----------------------------|----------|--------|------------|------------------|--------|--------------------|---------------|---------------------------------|--------|---------------------|---|-------|----------------------|------------------------|------------------------|------------------------|-------------|-------------|----------------------|
| 2035 | L RTP | | | MACC | Ottawa | | James St | Butternut Drive to Beeline Road | 1 | | Reconstruct and widen from 3 to 5 lanes | | | | | 3,500,000 | | Non-Exempt | |
| | | | | | | | | | | | | | | | | | | | |
| STIP Ottawa County Projects | | | | | | | | | | | | | | | | | | | |
| Fiscal Year | Job Type | Job# | GPA Type | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Fund Source | Air Quality | Air Quality Comment |
| 2019 | Local | 129681 | Local Road | STATEWID | Ottawa | Ottawa County | Leonard Drive | Linden Drive to 24th Avenue | 1.458 | Road Rehabilitation | Resurface | CON | \$0 | \$69,558 | \$0 | \$69,558 | EDD | Exempt | |
| 2019 | Local | 129681 | Local Road | STATEWID | Ottawa | Ottawa County | Leonard Drive | Linden Drive to 24th Avenue | 1.458 | Road Rehabilitation | Resurface | CON | \$192,592 | \$0 | \$892,850 | \$1,085,442 | STL | Exempt | |
| 2020 | Local | 129687 | Local Road | STATEWID | Ottawa | Ottawa County | Adams Street | 48th Avenue to 24th Avenue | 3.022 | Road Rehabilitation | Resurface | CON | \$0 | \$69,558 | \$0 | \$69,558 | EDD | Exempt | |
| 2020 | Local | 129687 | Local Road | STATEWID | Ottawa | Ottawa County | Adams Street | 48th Avenue to 24th Avenue | 3.022 | Road Rehabilitation | Resurface | CON | \$492,592 | \$0 | \$892,850 | \$1,385,442 | STL | Exempt | |