

FY2020 - FY2023

TRANSPORTATION IMPROVEMENT PROGRAM

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

West Michigan Shoreline Regional Development Commission

June 2019



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CHAPTER 1: INTRODUCTION

Background

This document serves as the official Transportation Improvement Program (TIP) for the West Michigan Metropolitan Transportation Planning Program (WestPlan). The current boundary of the MPO is the entire County of Muskegon, the Cities of Grand Haven and Ferrysburg, the Village of Spring Lake, and Crockery, Grand Haven, Spring Lake, Robinson, and part of Port Sheldon Townships in Ottawa County. This document will cover the period from Fiscal Year 2020 through Fiscal Year 2023 (October 1, 2020 to September 30, 2023).

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

Projects are selected using guidance from the Long-Range Transportation Plan. Projects are cooperatively chosen based on need, local initiative, and requirements of the federal government through the Fixing America's Surface Transportation Act (FAST Act). Other considerations for project selection include impact on air quality, safety, performance measures, and availability of funds. The TIP is produced every (3) years, and is amended on a regular basis, as needed. The TIP includes a detailed list of projects which are funded and scheduled for the upcoming four year (fiscal years) period.

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

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

WestPlan Area

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

WestPlan acted in 2003 to expand the Urban Area Boundary, which now includes all of the 2000 Adjusted Census Boundary. 23 U.S.C. 101--Section 101(A) of Title 23 of the U.S. Code of Federal Regulations defines the Urban Area as an urban place of 5,000 or more population including the

Urbanized Area as defined by the Bureau of Census. The Code includes a provision that allows the states, in cooperation with local officials, to adjust and develop an Urban Area boundary that encircles the Urbanized Areas in a region. An Urbanized Area comprises one or more central places/cities, plus the adjacent densely-settled surrounding territories (urban fringe), that together have a minimum of 50,000 persons. The urban fringe consists of a contiguous territory having a population of at least 1,000 persons per square mile. That boundary is established every ten years as a result of the decennial census. Urban Area Boundaries determine where transportation and mass transit funding may be spent. STP Rural funds can only be spent outside of the Urban Area; STP Urban funds are usually spent inside the Urban Area, but may also be spent in the rural area.

Figures 1.1 and 1.2 show the WestPlan boundaries as described above.

Figure 1.1- MPO Boundary



Figure 1.2- MPO Boundary



CHAPTER 2: FINANCIAL ANALYSIS

Introduction

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

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

Available Highway and Transit Funding

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

There are a number of federal highway programs serving different purposes. Appendix A contains a list of these programs. Federal highway funds are apportioned to the states (*apportionment* means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local agencies within the WestPlan MPO Area receive approximately \$3.8 million in federal-aid highway funding each year. In addition, the Michigan Department of Transportation (MDOT) spends approximately \$3.4 million annually for capital needs on state-owned highways in the region (I-, US-, and M- roads).

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Table 5. Transit funds are distributed according to a complex set of distribution formulas. Public transit agencies within the WestPlan MPO Area receive approximately \$2.5 million in federal-aid transit funding each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. A series of laws enacted in November 2015 increased state funding for transportation. Michigan fuel taxes increased on January 1, 2017 to 26.3 cents per gallon for both regular and diesel fuel.

Previously, the state motor fuel taxes were set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The current gross receipts to the MTF are approximately \$1.95 billion annually. The Comprehensive Transportation Fund (CTF)

within the MTF is used for transit. Currently, a little under \$167 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I-, US-, and M-designated roads) and to counties, cities, and villages throughout the state.

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

Fiscal Constraint and Project Selection

The most important financial consideration when creating and/or maintaining a S/TIP is *fiscal constraint*. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are *not* the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2020-FY 2023 TIP.

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

Year of Expenditure (YOE)

When MDOT and MPO committees and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each MPO and agency has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2020-FY 2023 TIP cycle, the WESTPLAN MPO has set the rate at four percent each year.

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

Table 2.1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the WestPlan MPO Area through fiscal years 2020 - 2023. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually at least 20 percent of the cost of each project.

Table 2.1- Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the WestPlan MPO Area (millions of dollars).

2020	2021	2022	2023
14.1	14.1	14.6	14.1

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

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M-designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Information on Page 11 explains the method and assumptions used to formulate the estimate. Table 2.2 contains a summary O and M cost estimates for roads on the federal-aid highway system in the WestPlan MPO area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors.

Table 2.2- Forecast of Operations and Maintenance Costs on the Federal-Aid System in the WestPlan MPO Area (millions of dollars).

2020	2021	2022	2023
9	9.36	9.74	10.12

Summary: Resources available for capital needs of Public Transit Agencies

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

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). See Table 2.5 for more information on federal transit resources.

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

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

Table 2.3 contains a summary of the predicted resources that will be available for capital needs (and some operations needs, depending on the program) for public transit agencies in the WestPlan MPO Area during fiscal years 2020 through 2023. Federal funding expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies in the WestPlan MPO Area is also included.

Table 2.3- Forecast of Resources Available for Public Transit Capital Needs in the WestPlan MPO Area (millions of dollars).

2020	2021	2022	2023
\$6.5	\$5.4	\$6.5	\$6.3

Demonstration of Financial Constraint, FY 2020 through FY 2023

After determination of resources available for federal-aid highway and transit capital needs in the WestPlan MPO Area from FY 2020 through FY 2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2040 Regional Transportation Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues. Table 2.4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2020 through FY 2023 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding. Table 2.5 shows a list of common federal aid highway and transit resources for the MPO.

Table 2.4- Demonstration of fiscal constraint, FY 2020 through FY 2023 TIP (millions of dollars).

	2020	2021	2022	2023
Highway Funding	14.7	14.1	14.5	14.2
Highway Programmed	14.1	14.1	14.5	14.2
Transit Funding	6.5	5.4	6.5	6.3
Transit Programmed	6.5	5.4	6.5	6.3
Total Funding	21.2	19.5	21	20.5
Total Programmed	20.6	19.5	21	20.5
Difference	.6	0	0	0

*Please see the Financial Constraint Table in Appendix G.

**Table 2.5- Financial Analysis -
List of Available Federal-Aid Highway and Transit Resources¹**

Highway Resources

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

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

Transit Resources

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

Financial Analysis –

Financial and Operations and Maintenance Assumptions

Funding Growth Rates

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

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit during the next five fiscal years are fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF during the past seven years to nearly \$145 billion.

Although the FAST Act has increased funding stability, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, WestPlan is utilizing a two percent per year funding increases between FY 2020 and FY 2023.

Year of Expenditure (YOE) Rates

These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate means that less work can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

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

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

Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O and M), defined as those items (other than

repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O and M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

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

1. MDOT's estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$599 million annually.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction $\$599 \text{ million} / \text{Total State Trunkline Lane Miles}$ to determine a per-lane-mile cost.
3. Approximately 1.6 percent of the lane miles in the state trunkline system are located in the WestPlan MPO Area.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$8.85 million annually in the WestPlan MPO Area on these activities.
5. The per-lane-mile cost will also be applied to locally-owned roads on the federal-aid highway system.
6. The sum of costs from Steps 4 and 5 will constitute the required O and M estimate.
7. This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the *cost* of O and M, not a particular funding *source*.

FY2020-2023 Transportation Improvement Program MPO Policy Committee Approved Project list

The following tables show the WestPlan MPO Policy Committee approved Project Lists for the entire MPO area. The lists include Trunkline, Transit, and Highway projects.



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Fiscal Year	Job #	MPO	County	Responsible Project Agency	Limits	Length	Primary Work Type	Project Description	AGACC	ACC Phase Year(s)	Phase Status	STIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Fed MPO/Local Job Cost	FWMA Approval Date	FTA Approval Date	Schedule Obligation Date	Schedule Let Date	Actual Completion Date	Comments	STIP Status			
Local Bridge																												
2021	Local	205003	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan Shores	Adrian Rd over Black River, 1702' City of Adrian	0.00	Bridge CFM	Miscellaneous Bridge Capital Improvements and Maintenance	CCN	Programmed	20-23	20-23	\$137,000	\$25,800	\$8,000	\$172,000	BHT	172,000	N/A	N/A	01/05/2021	03/05/2021			GPA over 24%	Pending		
GPA Type Subtotals:													\$137,000		\$25,800		\$8,000		\$172,000									
Local Liability and Sustainability																												
2023	Local	205209	West Michigan Metropolitan Planning Program (WESTPLAN)	West Michigan Regional Development Commission	Morris Ave MPO	0.102	Planning, Research & Design	Air quality improvement, research & design FY2023	NI	Programmed	20-23	20-23	\$100,000	\$0	\$25,000	\$125,000	CM	125,000	N/A	N/A	10/03/2022	11/03/2023			GPA over 24%	Pending		
2022	Local	205215	West Michigan Metropolitan Planning Program (WESTPLAN)	West Michigan Regional Development Commission	Morris Ave MPO	0.093	Planning, Research & Design	Air Quality program - FY 2022	NI	Programmed	20-23	20-23	\$100,000	\$0	\$25,000	\$125,000	CM	125,000	N/A	N/A	11/01/2021	11/05/2021			GPA over 24%	Pending		
2021	Local	205223	West Michigan Metropolitan Planning Program (WESTPLAN)	West Michigan Regional Development Commission	1st St MPO	0.242	Planning, Research & Design	Air quality improvement program FY 2021	NI	Programmed	20-23	20-23	\$100,000	\$0	\$25,000	\$125,000	CM	125,000	N/A	N/A	10/10/2020	11/06/2020			GPA over 24%	Pending		
GPA Type Subtotals:													\$400,000		\$0		\$75,000		\$395,000									
Local Road																												
2020	Local	132441	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan County	Franklin Rd. US-31 to Wash Road	0.503	Road Rehabilitation	Resurfacing	CCN	Programmed	17-20	17-20	\$330,000	\$0	\$82,000	\$412,000	STUL	412,000	07/11/2018	07/11/2018	10/01/2019	10/04/2019			Approved			
2021	Local	205351	West Michigan Metropolitan Planning Program (WESTPLAN)	Oliver County	Memory Dr from Corn Creek to Street to City Haven City	1.712	Road Rehabilitation	HMA Mill & Resurface	CCN	Programmed	20-23	20-23	\$450,000	\$0	\$145,000	\$595,000	STUL	595,000	N/A	N/A	04/09/2021	06/04/2021			Location Project Pending			
2022	Local	205358	West Michigan Metropolitan Planning Program (WESTPLAN)	Oliver County	Hickory St Highway to Street to City Haven City	1.912	Road Rehabilitation	Resurface and add 7 paved lanes to North Haven City	CCN	Programmed	20-23	20-23	\$460,000	\$0	\$400,000	\$860,000	STUL	860,000	N/A	N/A	10/06/2021	12/03/2021			GPA over 24%	Pending		
2021	Local	205362	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan County	Hickory Ave Highway from Park Street to Fifth Street	0.316	Road Rehabilitation	Resurface-Mill Rehabilitation & FS	CCN	Programmed	20-23	20-23	\$201,000	\$0	\$123,000	\$324,000	STUL	324,000	N/A	N/A	07/06/2021	08/03/2021			Pending			
2023	Local	205398	West Michigan Metropolitan Planning Program (WESTPLAN)	Oliver County	Memory Dr Highway 141st Ave to Rock Street	1.688	Road Rehabilitation	HMA Mill and Resurface	CCN	Programmed	20-23	20-23	\$510,000	\$0	\$155,000	\$665,000	STUL	665,000	N/A	N/A	10/07/2022	12/02/2022			GPA over 24%	Pending		
2023	Local	205607	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan County	Reynolds Rd Highway to Bailey Road	3.044	Road Rehabilitation	Crush and resurface	CCN	Programmed	20-23	20-23	\$0	\$79,428	\$0	\$79,428	EDO	863,397	N/A	N/A	10/03/2022	01/06/2023			GPA over 24%	Pending		
2023	Local	205607	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan County	Reynolds Rd Highway to Bailey Road	3.044	Road Rehabilitation	Crush and resurface	CCN	Programmed	20-23	20-23	\$446,356	\$0	\$277,613	\$723,969	STL	863,397	N/A	N/A	10/03/2022	01/06/2023			GPA over 24%	Pending		
2021	Local	205749	West Michigan Metropolitan Planning Program (WESTPLAN)	Oliver County	104th Ave Highway to North Cedar Dr	3.960	Road Capital Maintenance	Asphalt Milling	CCN	Programmed	20-23	20-23	\$0	\$73,179	\$0	\$73,179	EDO	1,940,000	N/A	N/A	04/09/2021	06/04/2021			GPA over 24%	Pending		
2021	Local	205749	West Michigan Metropolitan Planning Program (WESTPLAN)	Oliver County	104th Ave Highway to North Cedar Dr	3.960	Road Capital Maintenance	Asphalt Milling	CCN	Programmed	20-23	20-23	\$660,000	\$0	\$1,178,821	\$1,838,821	STL	1,940,000	N/A	N/A	04/09/2021	06/04/2021			GPA over 24%	Pending		
GPA Type Subtotals:													\$1,264,366		\$162,607		\$2,359,334		\$5,786,897									



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary	AC/ACC	Phase	STIP Cycle	Fed Est	State Est	Local Est	Total Est	Fund Source	Job Cost	Total MPO/URS	Final App	Schedule Observed	Schedule Let Date	Actual Orig Date	Comments	STIP Status		
2020	Local	205098	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon Heights	Intersection of Broadway and 3rd Street	0.382	Traffic Safety	Removal of traffic signal at Broadway and 3rd Street	CON	Programmed	17-20	\$0.000	\$0	\$0	\$0.000	CMG	5,000		N/A	10/01/2019	12/06/2019		Approved			
2020	Local	205091	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Fruitport	3rd Ave	Intersections of 3rd Street and 1st Street	0.919	Traffic Safety	Upgrade and resynchronization	CON	Programmed	17-20	\$82,000	\$0	\$0	\$82,000	CMG	92,000		N/A	10/01/2019	12/06/2019		Approved		
2020	Local	205232	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon	Lakeshore Dr	1.080	Traffic Safety	Reconstructed and resynchronization	CON	Programmed	17-20	\$250,000	\$0	\$0	\$250,000	CMG	250,000		N/A	10/11/2019	12/06/2019		Approved			
2020	Local	207195	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon County	Multiple Various Locations	0.000	Traffic Safety	Upgrade curve and resynchronization	CON	Programmed	17-20	\$158,400	\$0	\$17,600	\$176,000	HSP	176,000		N/A	01/10/2020	03/06/2020		Approved			
2020	Local	207197	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon County	Multiple Various Locations	0.000	Traffic Safety	Upgrade stop and resynchronization	CON	Programmed	17-20	\$40,500	\$0	\$4,000	\$44,500	HSP	45,000		N/A	01/10/2020	03/06/2020		Approved			
GPA Type Subtotal:													\$445,900	\$0	\$22,100	\$468,000											
STIP Line Items																											
2021	Trunkline	127479	West Michigan Metropolitan Planning Program (WESTP-LAN)	Ottawa	MDOT	M-104	0.310	Major Highway/Center Line	Reconstruct and resynchronization	CON	Programmed	20-23	\$450,360	\$101,640	\$0	\$552,000	CM	678,000		N/A	12/05/2020	02/05/2021		Pending			
2020	Local	130466	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon County	Ellis Rd	7.285	Reconstruction	Reconstruct and resynchronization	ACC	2020	CON	Programmed	17-20	\$596,000	\$596,000	\$0	\$1,192,000	STL	3,211,257	01/16/2019	03/01/2019	04/05/2019	Approved			
2020	Local	130777	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon County	Whitetail Rd	2.699	Reconstruction	Reconstruct and resynchronization	CON	Programmed	17-20	\$465,162	\$0	\$109,808	\$575,000	STL	605,000	05/18/2019	10/03/2019	06/01/2020	12/06/2019		Approved			
2020	Local	130779	West Michigan Metropolitan Planning Program (WESTP-LAN)	Ottawa	Ottawa County	Lakeshore Dr	2.660	Road Rehabilitation	Reconstruct and resynchronization	CON	Programmed	17-20	\$939,859	\$0	\$270,641	\$1,210,500	STL	1,301,500	05/18/2019	08/22/2019	N/A	08/01/2020	12/06/2019	Approved			
2020	Local	130795	West Michigan Metropolitan Planning Program (WESTP-LAN)	Ottawa	Ferryburg	Northshore Dr	0.643	Reconstruction	Reconstruct and resynchronization	ACC	2020	CON	Active	17-20	\$286,000	\$0	\$0	\$286,000	STL	976,304	06/05/2017	08/22/2018	02/12/2019	04/05/2019	Approved		
2020	Local	130796	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Muskegon County	Lakeshore Dr	0.815	Reconstruction	Reconstruct and resynchronization	ACC	2020	CON	Active	17-20	\$800,000	\$0	\$0	\$800,000	STL	5,711,500	12/12/2018	01/15/2019	01/25/2019	03/01/2019	03/01/2019	Approved	
2020	Local	130798	West Michigan Metropolitan Planning Program (WESTP-LAN)	Muskegon	Fruitport	3rd Street	0.374	Reconstruction	Reconstruct and resynchronization	CON	Programmed	17-20	\$357,900	\$0	\$235,000	\$592,900	STL	612,820	01/16/2019	03/01/2019	N/A	06/01/2020	12/06/2019	Approved			
2021	Trunkline	200107	West Michigan Metropolitan Planning Program (WESTP-LAN)	Ottawa	MDOT	US-31 N	0.000	Bridge	Full depth, steel deck, and resynchronization	CON	Programmed	20-23	\$11,480,327	\$2,969,899	\$0	\$14,450,226	NH	16,006,082		N/A	12/03/2020	01/06/2021		Pending			

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AGC/ACC Year(s)	Phase Status	STIP Cycle	Fed Estimate Amount	State Estimate Amount	Local Estimate Amount	Total Estimate Amount	Fund Source	Total Job Cost	Total MPO/Rural Agency Approved Date	FHA Approved Date	Schedule Complete Date	Actual Change Date	Schedule Let Date	Actual Let Date	Comments	STIP Status
2020	Transportation	200348	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	Regionalwide	US-31 NB Off RAMP @ I-196 and US-31 SB (1 Bridge) @ M-40 (1 Bridge) @ M-171	0.000	0.000	Traffic Safety Traffic Signal Modifications @ I-196 and US-31 SB (1 Bridge) @ M-40 (1 Bridge) @ M-171	CON	Programmed	17-20	\$736,644	\$0	\$0	\$736,644	STG	2,108,684	11/03/2019	01/15/2019	N/A	07/10/2020	06/04/2020		Approved	
2020	Transportation	200972	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	MOOT	M-45	120th Ave to 48th Ave	0.006	0.006	Road Capital Maintenance	CON	Programmed	17-20	\$586,480	\$128,320	\$0	\$714,800	NH	1,560,000	01/19/2019	03/01/2019	N/A	09/16/2020	11/06/2020		Approved	
2021	Transportation	201388	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	MOOT	US-31	4 Bridges Crossing US-31 (2 Bridges) @ I-196 (1 Bridge) @ I-275 (1 Bridge)	0.000	0.000	Bridge Rehabilitation	CON	Programmed	20-23	\$3,758,907	\$833,529	\$0	\$4,592,436	NH	5,188,897		N/A	11/13/2020		01/08/2021		Please Added	
2023	Transportation	201293	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	MOOT	US-31BR	US-31 BR Over I-196 at The Block Creek	0.000	0.000	Bridge Replacement	CON	Programmed	20-23	\$4,383,149	\$1,016,300	\$0	\$5,399,449	ST	6,378,303		N/A	12/06/2022		02/03/2023		Please Added	
2023	Transportation	201316	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	MOOT	US-31 N	US-31 NB Over Riley Road at 30th Street	0.000	0.000	Bridge Rehabilitation	CON	Programmed	20-23	\$462,844	\$109,387	\$0	\$572,231	NH	685,000		N/A	10/07/2022	12/02/2022			Pending	
2030	Local	202181	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	West Michigan Metropolitan Planning Program	Morris Ave	MUSCOC	0.000	0.000	Planning, Research & Design	N	Programmed	17-20	\$100,000	\$0	\$25,000	\$125,000	CM	125,000	05/18/2019	06/22/2018	N/A	10/01/2019			Approved	
2020	Local	202309	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Norton	Lake Harbor	Lake Harbor	0.000	0.000	Bridge CFM	CON	Programmed	17-20	\$136,000	\$25,000	\$8,500	\$170,000	BRT	170,000	12/26/2017	08/22/2018	N/A	12/13/2019	02/07/2020		Approved	
2020	Local	202406	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Muskegon County	Trent Rd	Trent Road	0.000	0.000	Bridge Replacement	CON	Programmed	17-20	\$608,800	\$114,150	\$38,050	\$761,000	BRT	761,000	12/26/2017	06/22/2018	N/A	01/10/2020	03/06/2020		Approved	
2020	Multi-Modal	202296	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Artside	0.000	1.140	Bus Support (Eggs) construction	N	Abandoned	17-20	\$360,000	\$97,000	\$0	\$457,000	CM	03/20/2019	04/02/2019	N/A	06/30/2020			Approved		
2022	Transportation	204951	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	M-44 E	Muskegon	0.000	0.000	Traffic Safety	PE	Programmed	20-23	\$19,097	\$2,119	\$0	\$21,186	HSP	722,841		N/A	10/15/2021	02/03/2023			Pending	
2023	Transportation	204651	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	M-44 E	Muskegon	0.000	0.000	Traffic Safety	CON	Programmed	20-23	\$116,640	\$13,182	\$0	\$131,822	HSP	722,841		N/A	12/06/2022	02/03/2023			Pending	
2021	Local	205349	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Montague	Hancock St	Hancock St	0.144	0.144	Reconstruction	CON	Programmed	20-23	\$204,179	\$0	\$125,139	\$329,315	STUL	329,315		N/A	07/09/2021	06/03/2021			Pending	
2021	Local	205352	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Norton	Semiole Rd	Semiole Rd	0.405	0.405	Reconstruction	CON	Programmed	20-23	\$500,000	\$0	\$823,600	\$1,323,600	STUL	1,323,600		N/A	04/06/2021	06/04/2021			Pending	
2020	Local	205364	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Grand Haven Faxon Ave	Faxon Ave	0.370	0.370	Reconstruction	Reconstruct	AC 2021	CON	Programmed	17-20	\$0	\$0	\$482,772	\$482,772	STUL	1,234,317	01/19/2019	03/01/2019	N/A	04/06/2020	06/04/2021		Approved



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2020	Local	205364	West Michigan Metropolitan Planning Program (WESTP-AN)	Ottawa	Grand Haven-Fulton Ave	Fulton Avenue	0.370	Reconstruction	Reconstruct	CCN	Programmed	11-20		\$0	\$338,545	\$0	\$338,545	EDF	\$338,545	04/09/2020	04/09/2020	08/04/2021		Approved	
2021	Local	205366	West Michigan Metropolitan Planning Program (WESTP-AN)	Ottawa	Grand Haven-Fulton Ave	Fulton Avenue	0.370	Reconstruction	Reconstruct	ACC	2021	CCN	Programmed	11-20	\$445,000	\$415,000	\$415,000	STUL	\$415,000	04/09/2020	04/09/2020	08/04/2021		Approved	
2022	Local	205368	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Nelson	Seminole Rd	0.260	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$445,000	\$0	\$344,500	\$799,500	STUL	\$799,500	10/08/2021	10/08/2021	12/03/2021		Pending	Phase Added
2022	Local	205368	West Michigan Metropolitan Planning Program (WESTP-AN)	Ottawa	Ferryburg	Dogwood Dr	0.625	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$450,000	\$0	\$320,000	\$720,000	STUL	\$720,000	10/08/2021	10/08/2021	12/03/2021		Pending	Phase Added
2021	Local	205371	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon	Sandlot St	0.504	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$385,824	\$0	\$414,176	\$800,000	STUL	\$800,000	04/09/2021	04/09/2021	08/04/2021		Pending	Phase Added
2022	Local	205373	West Michigan Metropolitan Planning Program (WESTP-AN)	Ottawa	Grand Haven-Fulton Ave	Fulton Ave to Albee Street	0.136	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$350,000	\$0	\$547,376	\$897,376	STUL	\$897,376	10/08/2021	10/08/2021	12/03/2021		Pending	Phase Added
2021	Local	205374	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon County	Russell Rd	1.878	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$422,000	\$0	\$258,500	\$680,500	STUL	\$680,500	04/09/2021	04/09/2021	08/04/2021		Pending	
2022	Local	205376	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon	Terrace St	0.521	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$543,000	\$0	\$467,000	\$1,010,000	STUL	\$1,010,000	10/08/2021	10/08/2021	12/03/2021		Pending	Phase Added
2022	Local	205378	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon County	Ada Ave	1.104	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$312,000	\$0	\$78,000	\$390,000	STUL	\$390,000	10/08/2021	10/08/2021	12/03/2021		Pending	Phase Added
2023	Local	205401	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Roosevelt Park	Glennside Blvd south of 18 th south of 18 th south of 18 th	0.225	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$300,000	\$0	\$121,000	\$421,000	STUL	\$421,000	10/07/2022	10/07/2022	12/03/2022		Pending	Phase Added
2023	Local	205414	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon	Sherman Blvd	0.915	Reconstruction	Reconstruction	CCN	Programmed	20-23		\$337,000	\$0	\$1,883,000	\$2,220,000	STUL	\$2,220,000	07/07/2023	07/07/2023	09/01/2023		Pending	
2023	Local	205415	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon County	Sheller Rd	1.003	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$378,000	\$0	\$219,000	\$597,000	STUL	\$597,000	07/07/2023	07/07/2023	09/01/2023		Pending	
2023	Local	205421	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon	Hickory Ave	0.440	Reconstruction	Mill and Bt	CCN	Programmed	20-23		\$350,000	\$0	\$158,000	\$448,000	STUL	\$448,000	07/07/2023	07/07/2023	09/01/2023		Pending	
2023	Local	205423	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Whitaker St	Whitaker St	0.997	Reconstruction	Road Rehabilitation	CCN	Programmed	20-23		\$250,000	\$0	\$50,000	\$300,000	STUL	\$300,000	07/07/2023	07/07/2023	09/01/2023		Pending	Phase Added
2023	Local	205425	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon	Sandlot St	1.540	Reconstruction	Reconstruct	CCN	Programmed	20-23		\$540,000	\$0	\$290,000	\$800,000	STUL	\$800,000	07/07/2023	07/07/2023	09/01/2023		Pending	Phase Added
2022	Trunkline	205859	West Michigan Metropolitan Planning Program (WESTP-AN)	Kent	MCDOT	Grand Rapids Roadway Rehabilitation	2.507	Traffic Safety	Reconstruct	CCN	Programmed	20-23		\$12,210	\$134	\$0	\$1,244	HSPR	\$1,244	12/01/2021	12/01/2021			Pending	Phase Added
2021	Local	205861	West Michigan Metropolitan Planning Program (WESTP-AN)	Muskegon	Muskegon County	Whitaker Rd - Bird Road to	3.292	Road Rehabilitation	Reconstruct	CCN	Programmed	20-23		\$0	\$79,428	\$0	\$79,428	EOD	\$79,428	10/07/2020	10/07/2020	01/06/2021		Pending	Phase Added



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2021	Local	205861	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan	Macquigan County	Whitetail Rd - Sand Road to Wood Road	3.292	Road Rehabilitation	Crush and shape and asphalt resurfacing	AC 2022	CON	Programmed	20-23	\$436,000	\$0	\$237,572	\$733,572	STL	\$75,000	04/12/2019	N/A	10/01/2020	01/03/2021			01/03/2021	Phase Added	Pending
2022	Local	205861	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan	Macquigan County	Whitetail Rd - Sand Road to Wood Road	3.292	Road Rehabilitation	Crush and shape and asphalt resurfacing	ACC 2022	CON	Programmed	20-23	\$172,000		\$172,000	\$172,000	STL	\$75,000	04/12/2019	N/A	10/01/2020	01/03/2021			01/03/2021	Phase Added	Pending
2022	Local	205867	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan	Macquigan County	Hanniburg Rd - Hanniburg Rd to Main Street to Squares	1.465	Road Rehabilitation	Crush & Shape	CON	Programmed	20-23	\$0	\$79,428	\$0	\$79,428	EDO	\$75,000	01/16/2019	N/A	10/01/2021	01/07/2022			01/07/2022	Phase Added	Pending	
2022	Local	205867	West Michigan Metropolitan Planning Program (WESTPLAN)	Michigan	Macquigan County	Hanniburg Rd - Hanniburg Rd to Main Street to Squares	1.465	Road Rehabilitation	Crush & Shape	ACC 2022	CON	Programmed	20-23	\$606,000	\$0	\$237,572	\$865,572	STL	\$75,000	01/16/2019	N/A	10/01/2021	01/07/2022			01/07/2022	Phase Added	Pending
2020	Trunkline	205465	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	1.332	Traffic Safety	Longitudinal pavement application in Grand Region	PE	Programmed	17-20	\$567	\$53	\$0	\$630	HSP	2,692,500	03/20/2019	04/02/2019	N/A	10/01/2019	04/03/2020			04/03/2020	Phase Added	Approved
2020	Trunkline	205465	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	1.332	Traffic Safety	Longitudinal pavement application in Grand Region	CON	Programmed	17-20	\$252,686	\$22,354	\$0	\$225,340	HSP	2,692,500	03/20/2019	04/02/2019	N/A	03/02/2020	04/03/2020			04/03/2020	Phase Added	Approved
2020	Trunkline	205541	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	3.034	Traffic Safety	Special application on pavement in Grand Region	PE	Programmed	17-20	\$567	\$53	\$0	\$630	HSP	742,500	03/20/2019	04/02/2019	N/A	10/01/2019	02/07/2020			02/07/2020	Phase Added	Approved
2020	Trunkline	205541	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	3.034	Traffic Safety	Special application on pavement in Grand Region	CON	Programmed	17-20	\$55,566	\$5,174	\$0	\$61,740	HSP	742,500	03/20/2019	04/02/2019	N/A	01/06/2020	02/07/2020			02/07/2020	Phase Added	Approved
2020	Trunkline	205659	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	2.113	Traffic Safety	Pre-marking retroreflectivity on trunks in Grand Region	CON	Programmed	17-20	\$1,205	\$143	\$0	\$1,428	HSP	17,000	03/20/2019	04/02/2019	N/A	10/01/2019					Approved	
2020	Trunkline	205572	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	M-48 (E) @ WOLF LAKE RD	0.000	Traffic Safety	connected installations	CON	Programmed	17-20	\$0	\$0	\$0	\$0	STG	2,709,872	03/20/2019	04/02/2019	N/A	07/16/2020	04/06/2022			04/06/2022	Phase Added	Approved
2022	Trunkline	206572	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	M-37 N	0.000	Traffic Safety	Traffic Signal retroreflectivity on trunks in Grand Region	CON	Programmed	20-23	\$244,450	\$0	\$0	\$244,450	STG	2,709,872		N/A	03/11/2022	04/06/2022			04/06/2022	Phase Added	Pending	
2021	Trunkline	207280	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	1.091	Traffic Safety	Longitudinal pavement application on Grand Region	PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSP	2,960,000		N/A	10/01/2020	02/05/2021			02/05/2021	Phase Added	Pending	
2021	Trunkline	207280	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	1.091	Traffic Safety	Longitudinal pavement application on Grand Region	CON	Programmed	20-23	\$223,020	\$24,760	\$0	\$247,800	HSP	2,960,000		N/A	01/06/2021	02/05/2021			02/05/2021	Phase Added	Pending	
2021	Trunkline	207340	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	1.096	Traffic Safety	marking on trunks in Grand Region	PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSP	500,000		N/A	10/01/2020	04/02/2021			04/02/2021	Phase Added	Pending	
2021	Trunkline	207340	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	1.096	Traffic Safety	marking on trunks in Grand Region	CON	Programmed	20-23	\$37,044	\$4,116	\$0	\$41,160	HSP	500,000		N/A	03/05/2021	04/02/2021			04/02/2021	Phase Added	Pending	
2021	Trunkline	207306	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MOOT	All of Regionwide MPO	3.728	Traffic Safety	marking on trunks in Grand Region	CON	Programmed	20-23	\$1,210	\$134	\$0	\$1,344	HSP	16,000		N/A	12/01/2020					Phase Added	Pending	



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					Agency			Non-Type	Description	(Year)	Status	Cycle	Estimate	Estimate	Estimate	Estimate	Source	Cost	Estimate	Let Date	Appr. Date	Appr. Date	Change	Change	Let Date	Change											
2022	Trunkline	207321	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.486	Traffic Safety	Longitudinal pavement marking on bus lanes in Grand Region	PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSP	3,010,000		03/04/2022	N/A			10/01/2021		03/04/2022		Phase Added	Pending							
2022	Trunkline	207321	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.486	Traffic Safety	Longitudinal pavement marking on bus lanes in Grand Region	CON	Programmed	20-23	\$228,800	\$25,200	\$0	\$252,000	HSP	3,010,000		03/04/2022	N/A			02/04/2022		03/04/2022		Phase Added	Pending							
2022	Trunkline	207322	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.845	Traffic Safety	Special pavement marking on bus lanes in Grand Region	PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSP	850,000		04/01/2022	N/A			10/01/2021		04/01/2022		Phase Added	Pending							
2022	Trunkline	207322	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.845	Traffic Safety	Special pavement marking on bus lanes in Grand Region	CON	Programmed	20-23	\$63,564	\$7,556	\$0	\$70,560	HSP	850,000		04/01/2022	N/A			03/04/2022		04/01/2022		Phase Added	Pending							
2023	Trunkline	207358	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.845	Traffic Safety	Longitudinal pavement marking on bus lanes in Grand Region	PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSP	3,010,000		04/07/2023	N/A			10/03/2022		04/07/2023		Phase Added	Pending							
2023	Trunkline	207358	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.845	Traffic Safety	Longitudinal pavement marking on bus lanes in Grand Region	CON	Programmed	20-23	\$228,800	\$25,200	\$0	\$252,000	HSP	3,010,000		04/07/2023	N/A			03/10/2023		04/07/2023		Phase Added	Pending							
2023	Trunkline	207359	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.845	Traffic Safety	Special pavement marking on bus lanes in Grand Region	PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSP	550,000		03/03/2023	N/A			10/03/2022		03/03/2023		Phase Added	Pending							
2023	Trunkline	207359	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	1.845	Traffic Safety	Special pavement marking on bus lanes in Grand Region	CON	Programmed	20-23	\$40,824	\$4,536	\$0	\$45,360	HSP	550,000		03/03/2023	N/A			02/03/2023		03/03/2023		Phase Added	Pending							
2023	Trunkline	207317	West Michigan Metropolitan Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN	2.971	Traffic Safety	Pavement retroreflectivity marking on bus lanes in Grand Region	CON	Programmed	20-23	\$1,210	\$134	\$0	\$1,344	HSP	16,000		12/01/2022	N/A			12/01/2022				Phase Added	Pending							
GPA Type Subtotals:																																					
Transit Capital																																					
2022	Multi-Modal	204865	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	Macquigan	0.000	SP1410-misc support equipment	Support Equipment	NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	\$307	50,000		09/30/2022	N/A			09/30/2022				GPA over 24%	Pending							
2021	Multi-Modal	205126	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	Macquigan Heights	0.000	SP1410-misc support equipment	Support Equipment	NI	Programmed	20-23	\$815,000	\$203,750	\$0	\$1,018,750	CM	1,018,750		09/30/2021	N/A			09/30/2021				GPA over 24%	Pending							
2022	Multi-Modal	205184	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	MATIS service area	0.000	SP1103-35-39 Heavy Duty replacement bus with or without lift	Heavy Duty replacement bus	NI	Programmed	20-23	\$400,000	\$100,000	\$0	\$500,000	CM	500,000		09/30/2022	N/A			09/30/2022					Pending							
2023	Multi-Modal	205007	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal System	N Ferry St	Harbor	0.000	SP1103-35-39 Bus replacement bus with or without lift	Replacement bus with or without lift	NI	Programmed	20-23	\$130,000	\$32,500	\$0	\$162,500	CM	162,500		09/26/2023	N/A			09/26/2023					Pending							
2023	Multi-Modal	205212	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	MATIS service area	0.000	SP1103-35-39 Heavy Duty replacement bus with or without lift	Heavy Duty replacement bus	NI	Programmed	20-23	\$285,000	\$71,250	\$0	\$356,250	CM	356,250		09/26/2023	N/A			09/26/2023				GPA over 24%	Pending							
2023	Multi-Modal	205213	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	MATIS service area	0.000	SP1103-35-39 Heavy Duty replacement bus with or without lift	Heavy Duty replacement bus	NI	Programmed	20-23	\$400,000	\$100,000	\$0	\$500,000	CM	500,000		09/26/2023	N/A			09/26/2023					Pending							

ALL PROJECT SEARCH - STANDARD REPORT Fiscal Year(s) : 2020, 2021, 2022, 2023

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Project Agency	Limits	Length	Primary Work Type	Project Description	AGAC	Phase	Phase Status	BT/P Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	BT/P Status
2022	Multi-Modal	205217	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal System	N Ferry St Harbor Transit service area	0.000	SP1103-35-39 Bus replacement without lift	0103-35-39 Bus replacement without lift	N	Programmed	20-23		\$130,000	\$32,500	\$0	\$162,500	CM	\$162,500	N/A		08/30/2022					Pending	
2022	Multi-Modal	205219	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	MATS 6th St	MATS service area	0.000	SP1103-35-39 Bus replacement without lift	Transit facility replacement without lift	N	Programmed	20-23		\$270,000	\$97,500	\$0	\$367,500	CM	\$37,500	N/A		08/30/2022					Pending	
2023	Multi-Modal	206113	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	American Red Cross of Michigan	313 West Webster Ave	0.000	1110-Bus Rolling Stock	Replacement of Vehicle (6)	N	Programmed	20-23		\$179,200	\$44,800	\$0	\$224,000	\$310	\$224,000	N/A		08/29/2023					Submitted for Red PENDING Criteria for FY 2020-2023 FTA	Pending
2020	Multi-Modal	206183	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal System	440 North Ferry Street	0.000	SP1103-35-39 Two bus with or without lift	Replacement of bus with lift	N	Programmed	17-20		\$264,000	\$66,000	\$0	\$330,000	CM	\$30,000	N/A		08/30/2020					Approved	
2020	Multi-Modal	206335	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal System	440 North Ferry Street	0.000	SP1103-35-39 Purchase one foot replacement bus with or without lift	Purchase one foot replacement bus with lift	N	Programmed	17-20		\$65,000	\$16,250	\$0	\$81,250	\$339	\$81,250	N/A		08/30/2020					Approved	
2021	Multi-Modal	206741	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Transit Multi-Modal System	440 N Ferry Street	0.000	SP1103-35-39 Bus purchase without lift	Bus purchase without lift	N	Programmed	20-23		\$104,000	\$26,000	\$0	\$130,000	\$307	\$130,000	N/A		08/30/2021					GPA over 24%	Pending
2021	Multi-Modal	206755	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal System	440 North Ferry Street	0.000	SP1103-35-39 Bus purchase without lift	Bus purchase without lift	N	Programmed	20-23		\$65,000	\$16,250	\$0	\$81,250	\$339	\$81,250	N/A		08/30/2021					Pending	
2022	Multi-Modal	206757	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal System	440 N Ferry Street	0.000	SP1103-35-39 Purchase one foot replacement bus with or without lift	Purchase one foot replacement bus with lift	N	Programmed	20-23		\$104,000	\$26,000	\$0	\$130,000	\$307	\$130,000	N/A		08/30/2022					GPA over 24%	Pending
2022	Multi-Modal	206759	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Transit Multi-Modal System	440 North Ferry Street	0.000	SP1103-35-39 Purchase two foot replacement bus with or without lift	Purchase two foot replacement bus with lift	N	Programmed	20-23		\$195,000	\$48,750	\$0	\$243,750	\$339	\$243,750	N/A		08/30/2022					Pending	
2023	Multi-Modal	206791	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Transit Multi-Modal System	440 N Ferry Street	0.000	SP1103-35-39 Purchase one foot replacement bus with or without lift	Purchase one foot replacement bus with lift	N	Programmed	20-23		\$65,000	\$16,250	\$0	\$81,250	\$339	\$81,250	N/A		08/29/2023					Pending	
2023	Multi-Modal	206792	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	Transit Multi-Modal System	440 N Ferry Street	0.000	SP1103-35-39 Purchase one foot replacement bus with or without lift	Purchase one foot replacement bus with lift	N	Programmed	20-23		\$104,000	\$26,000	\$0	\$130,000	\$307	\$130,000	N/A		08/29/2023					GPA over 24%	Pending
2020	Multi-Modal	206827	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace, Suite 100	0.000	1110-Bus Rolling Stock	one replacement of vehicle with lift, replacement of bus with small buses	N	Programmed	17-20		\$665,600	\$166,400	\$0	\$832,000	\$310	\$832,000	N/A		08/30/2020					Approved	
2021	Multi-Modal	206931	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace, Suite 100	0.000	1110-Bus Rolling Stock	Replacement of vehicle with lift, replacement of bus with small buses	N	Programmed	20-23		\$320,000	\$80,000	\$0	\$400,000	\$310	\$400,000	N/A		08/30/2021					GPA over 24%	Pending
2022	Multi-Modal	206933	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace, Suite 100	0.000	1110-Bus Rolling Stock	four medium duty replacement buses	N	Programmed	20-23		\$320,000	\$80,000	\$0	\$400,000	\$310	\$400,000	N/A		08/30/2022					GPA over 24%	Pending
2023	Multi-Modal	206934	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace, Suite 100	0.000	1110-Bus Rolling Stock	Replacement of buses, six medium duty with lift	N	Programmed	20-23		\$440,000	\$110,000	\$0	\$550,000	\$310	\$550,000	N/A		08/29/2023					Pending	
2020	Multi-Modal	206988	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace, Suite 100	0.000	6470-New Regional Mobility Project	Regional Mobility Project	N	Programmed	17-20		\$4,000	\$1,000	\$0	\$5,000	\$310	\$5,000	N/A		08/30/2020					Approved	
2021	Multi-Modal	206973	West Michigan Metropolitan Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace, Suite 100	0.000	6470-New Regional Mobility Project	Regional Mobility Project	N	Programmed	20-23		\$4,000	\$1,000	\$0	\$5,000	\$310	\$5,000	N/A		08/30/2021					GPA over 24%	Pending



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Final Job Type	Job #	MPD	County	Responsible Agency	Project Name	Limits	Length	Primary Activity	Project Description	ACAC (Year)	Phase	Phase Status	STIP Cycle	Fed Estimate Amount	State Estimate Amount	Total Estimated Amount	Fed Estimate	Total Job Estimate	Total IP/Amount Approved	PM/Amount Approved	STIP Approval Date	Schedule Observation Date	Original Date	Actual Last Date	Comments	STIP Status	
2022	Null- Model	209777	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100	0.00	6470-New Freedom Projects	regional mobility management	NI	Programmed	20-23	\$4,000	\$1,000	\$0	\$5,000	\$310	5,000	N/A	N/A	09/30/2022				GPA over 24%	Pending
2023	Null- Model	209879	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100	0.00	6470-New Freedom Projects	Regional Mobility management	NI	Programmed	20-23	\$4,000	\$1,000	\$0	\$5,000	\$310	5,000	N/A	N/A	09/29/2023				GPA over 24%	Pending
2023	Null- Model	201651	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	SP1410-misc equipment replacement must be provided in work details	Support equipment	NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	\$307	50,000	N/A	N/A	09/30/2023					Pending
2020	Null- Model	201052	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	6470-New Freedom Projects	Mobility Management Activities	NI	Programmed	17-20	\$140,000	\$35,000	\$0	\$175,000	\$310	175,000	N/A	N/A	09/30/2020					Approved
2023	Null- Model	201051	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	6470-New Freedom Projects	Mobility Management	NI	Programmed	20-23	\$140,000	\$35,000	\$0	\$175,000	\$310	175,000	N/A	N/A	09/29/2023				GPA over 24%	Pending
2023	Null- Model	201093	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	SP1103-35-39 Support equipment replacement and one bus without lift	Support equipment and one bus	NI	Programmed	20-23	\$110,000	\$28,750	\$0	\$141,750	\$339	270,278	N/A	N/A	09/29/2023					Pending
2023	Null- Model	201093	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	SP1410-misc equipment replacement and one bus provided in work details	Support equipment and one bus	NI	Programmed	20-23	\$101,222	\$25,300	\$0	\$126,528	\$339	270,278	N/A	N/A	09/29/2023					Pending
2022	Null- Model	201095	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	Macquigan Area Transit System	0.00	6470-New Freedom Projects	Mobility Management	NI	Programmed	20-23	\$140,000	\$35,000	\$0	\$175,000	\$310	175,000	N/A	N/A	09/30/2022				GPA over 24%	Pending
2022	Null- Model	201098	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	Macquigan Area Transit System	0.00	SP1105-new equipment replacement, construction and one bus without lift	Transit Facility equipment replacement, construction and one bus without lift	NI	Programmed	20-23	\$60,000	\$20,000	\$0	\$100,000	\$339	778,447	N/A	N/A	09/30/2022					Pending
2022	Null- Model	201098	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	Macquigan Area Transit System	0.00	SP1105-new equipment replacement, construction and one bus without lift	Transit Facility equipment replacement, construction and one bus without lift	NI	Programmed	20-23	\$11,982	\$32,496	\$0	\$164,978	\$339	778,447	N/A	N/A	09/30/2022					Pending
2022	Null- Model	201098	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	Macquigan Area Transit System	0.00	SP1004-bus (Small Buses) with or without lift	Transit Facility equipment replacement, construction and one bus without lift	NI	Programmed	20-23	\$411,575	\$102,894	\$0	\$514,469	\$339	778,447	N/A	N/A	09/30/2022					Pending
2021	Null- Model	201059	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	6470-New Freedom Projects	Mobility Management	NI	Programmed	20-23	\$140,000	\$35,000	\$0	\$175,000	\$310	175,000	N/A	N/A	09/30/2021				GPA over 24%	Pending
2020	Null- Model	201071	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	SP1105-new equipment purchase	Bus and Bus Facilities	NI	Programmed	17-20	\$60,000	\$20,000	\$0	\$100,000	\$339	677,265	N/A	N/A	09/30/2020					Approved
2020	Null- Model	201071	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	SP1105-new equipment purchase	Bus and Bus Facilities	NI	Programmed	17-20	\$44,000	\$12,000	\$0	\$60,000	\$339	677,265	N/A	N/A	09/30/2020					Approved
2020	Null- Model	201071	West Michigan Metropolitan Planning Program (WESTPLAN)	Macquigan	Macquigan Area Transit System	6th St	2624 Sixth Street	0.00	SP1410-misc equipment replacement provided in work details	Bus and Bus Facilities	NI	Programmed	17-20	\$199,755	\$49,359	\$0	\$249,654	\$339	677,265	N/A	N/A	09/30/2020					Approved



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Visual Job Type	Job #	MPO	County	Responsible Project Agency	Limits	Length	Priority	Project Description	ACAC	Phase	Phase Status	OTIF Cycle	Fed Estimate Amount	State Estimate Amount	Local Estimate Amount	Total Estimate Amount	Fund Source	Job Cost	Total MCR/Grant	SWA Approval Date	FY Approval Date	Schedule Opening Date	Actual Opening Date	Shutdown Let Date	Actual Let Date	Comments	SFTR Status
2020 Multi-Modal	208182	West Michigan Metropolitan Planning Program	Clatsop	Halvor Transit Multi-Modal Transportation	N Ferry St	443 N Ferry St	0.000	SP1705-public Outreach and outreach/training	Ni	Programmed		17-20	\$25,104	\$6,276	\$0	\$31,380	CM	31,380	N/A	N/A	06/30/2020		06/30/2020			Approved	Approved
2020 Multi-Modal	209642	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	Vealey Ave	601 Terrace, Sule 100	0.000	6470-New Freedom Projects	Ni	Programmed		17-20	\$69,850	\$0	\$69,850	\$139,700	\$310	139,700	N/A	N/A	06/30/2020		06/30/2020			Approved	Approved
2023 Multi-Modal	209644	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	Vealey Ave	601 Terrace, Sule 100	0.000	6470-New Freedom Projects	Ni	Programmed		20-23	\$69,850	\$0	\$69,850	\$139,700	\$310	139,700	N/A	N/A	06/30/2021		06/30/2021			Pending	Pending
2023 Multi-Modal	209646	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	Vealey Ave	601 Terrace, Sule 100	0.000	6470-New Freedom Projects	Ni	Programmed		20-23	\$69,850	\$0	\$69,850	\$139,700	\$310	139,700	N/A	N/A	06/30/2023		06/30/2023			Pending	Pending
2023 Multi-Modal	209650	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	Vealey Ave	601 Terrace, Sule 100	0.000	6480-JARC Projects	Ni	Programmed		17-20	\$46,365	\$46,365	\$0	\$93,170	\$311	93,170	N/A	N/A	06/30/2020		06/30/2020			Approved	Approved
2023 Multi-Modal	209652	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	6480-JARC Projects	Ni	Programmed		20-23	\$46,365	\$46,365	\$0	\$93,170	\$311	93,170	N/A	N/A	06/30/2021		06/30/2021			Pending	Pending	
2022 Multi-Modal	209656	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	Vealey Ave	601 Terrace, Sule 100	0.000	6480-JARC Projects	Ni	Programmed		20-23	\$46,365	\$46,365	\$0	\$93,170	\$311	93,170	N/A	N/A	06/30/2022		06/30/2022			Pending	Pending
2023 Multi-Modal	209663	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	Vealey Ave	601 Terrace, Sule 100	0.000	6480-JARC Projects	Ni	Programmed		20-23	\$46,365	\$46,365	\$0	\$93,170	\$311	93,170	N/A	N/A	06/30/2023		06/30/2023			Pending	Pending
2022 Multi-Modal	209665	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		20-23	\$1,777,156	\$1,137,380	\$639,776	\$3,554,312	\$307	3,554,312	N/A	N/A	06/30/2023		06/30/2023			Pending	Pending	
2022 Multi-Modal	209668	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		20-23	\$1,741,525	\$1,114,576	\$626,949	\$3,483,050	\$307	3,483,050	N/A	N/A	06/30/2022		06/30/2022			Pending	Pending	
2023 Multi-Modal	209669	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		20-23	\$18,000	\$18,000	\$0	\$36,000	\$311	36,000	N/A	N/A	06/30/2023		06/30/2023			Pending	Pending	
2020 Multi-Modal	209670	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		17-20	\$18,000	\$18,000	\$0	\$36,000	\$311	36,000	N/A	N/A	06/30/2020		06/30/2020			Approved	Approved	
2020 Multi-Modal	209671	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		20-23	\$18,000	\$18,000	\$0	\$36,000	\$311	36,000	N/A	N/A	06/30/2022		06/30/2022			Pending	Pending	
2023 Multi-Modal	209672	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		20-23	\$1,746,593	\$1,117,820	\$628,773	\$3,493,186	\$307	3,493,186	N/A	N/A	06/30/2021		06/30/2021			Pending	Pending	
2021 Multi-Modal	209673	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		20-23	\$18,000	\$18,000	\$0	\$36,000	\$311	36,000	N/A	N/A	06/30/2021		06/30/2021			Pending	Pending	
2020 Multi-Modal	209674	West Michigan Metropolitan Planning Program	Muskogean	Pioneer Resources - Muskogean	601 Terrace, Sule 100	0.000	SP2005-Operating for transit and new bus and new bus services	Ni	Programmed		17-20	\$1,712,346	\$1,095,901	\$616,445	\$3,424,692	\$307	3,424,692	N/A	N/A	06/30/2020		06/30/2020			Approved	Approved	
2020 Multi-Modal	209675	West Michigan Metropolitan Planning Program	Clatsop	Halvor Transit Multi-Modal Transportation	N Ferry St	443 N Ferry St	0.000	SP1705-public Outreach and outreach/training	Ni	Programmed		17-20	\$25,104	\$6,276	\$0	\$31,380	CM	31,380	N/A	N/A	06/30/2020		06/30/2020			Pending	Pending

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ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2020, 2021, 2022, 2023

Date: 04/19/2019
Page: 12 of 12

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Limits	Length	Priority	Project Description	ADACG	Phase	Phase Status	STIP Cycle	Est. Amount	Est. Amount	Est. Amount	Total Estimated Amount	Total Estimated Amount	Job Cost	MDOT Program	Priority	PTA	Schedule	Actual	Comments	STIP Status
2021	Trunkline	205227	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 from 4.687 ITS Hayes to M. US-31 at M. 45	4.687	ITS Applications		PE	Programmed	20-23	\$201,778	\$44,743	\$0	\$246,519	NH	2,047,478			N/A	10/05/2020	02/04/2022	GPA over 24%	Pending
2023	Trunkline	205227	West Michigan Metropolitan Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 from 4.687 ITS Hayes to M. US-31 at M. 45	4.687	ITS Applications		CON	Programmed	20-23	\$1,360,011	\$268,232	\$0	\$1,628,243	NH	2,047,478			N/A	12/10/2021	02/04/2022	GPA over 24%	Pending
GPA Type Subtotals:														\$271,263	\$681,216	\$0	\$3,312,478									
Grand Total:														\$68,672,638	\$14,915,518	\$14,985,193	\$98,373,338									

Total Jobs Reported: 151

Preferences:

Report Format: Standard

Fiscal Year(s): 2020, 2021, 2022, 2023

MPO/Non-MPO: West Michigan Metropolitan Transportation Planning Program (Muskegon)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2020 - Fiscal Year 2023

STIP Status: Approved, Pending

(A - Approved, P - Pending)

Job Type: Trunkline, Local, Multi-Modal

Phase Type: ALL

Phase Status: ALL

(AP - Programmed, AC - Active, CP - Completed)

(Active - Obligated)

Amendment Type: ALL

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

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

CHAPTER 3: PUBLIC INVOLVEMENT

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

WestPlan, as the Metropolitan Planning Organization (MPO), is also federally required to explicitly set forth public participation policies. The standards for this process are found in Title 23 CFR 450.316 which requires that the public have reasonable opportunity to comment on transportation plans and programs. These policies are laid out in the Public Participation Plan in Transportation Decision Making, which can be found on the WMSRDC website at www.wmsrdc.org and as an appendix to this document.

The Public Participation Plan for the Transportation Decision Making document describes all of the public participation goals and requirements for WestPlan, including specific details regarding the development of the Transportation Improvement Program (TIP). These guidelines were followed by WestPlan throughout the development of the 2020-2023 TIP. The update involved a variety of public outreach tools, including an update of the Public Participation Plan in Transportation Decision Making in August 2018, announcements on social media, direct emails, public meetings, and an open house.

Public Participation Mailing List

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

Public Participation Outreach

This TIP included a re-evaluation and update of the Public Participation Plan with input sought from the Technical and Policy Committees. Staff worked closely with the MPO representative from the Federal Highways Administration to incorporate suggested updates to the plan, reviewed past public participation practices used by WestPlan and also reviewed plans written and followed by other Michigan MPOs to understand which worked well and discover new practices which could improve WestPlan's efforts. The updated Public Participation Plan in Transportation Decision Making was approved by the WestPlan Policy Committee in August 2018 after a 45 day public comment period regarding the Public Participation Plan was conducted and concluded. All comments made during the public review period were incorporated into the plan prior to WestPlan Policy Committee approval.

To provide the public with fast, easy access to all things related to the TIP update, staff continued to maintain the wmsrdc.org website throughout the planning process. This included posting

announcements for all public participation opportunities, the Public Participation Plan, air quality conformity analysis documents, other relevant background information, past planning documents, and MPO Technical and Policy Committee meeting materials. The WMSRDC website, which was totally updated in 2015, also hosts streamlined menus, simple navigation, interactive project related mapping, and other information 24 hours a day. The WMSRDC website can be found at www.wmsrdc.org. More specifically it includes the mapping of all TIP projects, LRP projects, links to transportation related documents, contact information, etc.

In early April 2019, the draft 2020-2023 TIP project list, developed by the Technical and Policy Committees, was posted on the WMSRDC website along with a two page description of the TIP process including contact information, etc. An email including the same information was distributed to the Interested Citizen/Agency list. Press releases were sent to local media and notices were posted on social media.

Once the draft TIP document, environmental justice, and project list was complete, a 14-day public comment period was held from April 30, 2019 through May 14, 2019. Notices of the public comment period were posted on the WMSRDC website on April 30, 2019 and sent to all on the Interested Citizen/Agency List. Announcements were also made on social media. Throughout the 14 day public comment period, the draft document was made available for the public to view upon request at every local unit of government, the Muskegon and Ottawa County Road Commissions, the Muskegon Area Transit System, Harbor Transit, MDOT offices, as well as on the WMSRDC website. In addition, a hard copy of the Draft 2020-2023 TIP was available at the WMSRDC office with staff available to respond directly to any public questions or concerns.

On May 7, 2019 an open house regarding the draft 2020-2023 TIP was held at the WMSRDC office. The draft 2020-2023 TIP Project List, Environmental Justice, Environmental Mitigation Analysis results, and the complete draft of the 2020-2023 TIP were available at this meeting, as well as a staff PowerPoint presentation.

The open house was held from 10:00 a.m. to noon at the WMSRDC office. The WMSRDC office is located in an ADA accessible building, which is located along fixed-route bus service lines to increase ease of access. An announcement of the open house was sent to the Interested Citizen/Agency List on April 30, 2019. The announcement included information on how to access the document and other related materials. Concurrent with the meeting announcement mailing, the meeting information, methods for making public comment, and a draft plan were posted on the WMSRDC website. A copy of that announcement appears at the end of this chapter. The open house was attended by seven individuals. Topics discussed at the open house included questions about the continuation of M231 bypass, more funding needed for walking and bicycling facilities, transit routes, the meaning and purpose behind environmental justice, and shoreline access for the general public.

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

All documents, events, and public comment opportunities were published on the WMSRDC website throughout the TIP development process and were also made public through press releases to local media. Additionally, to provide ample time for staff to incorporate comments received, WestPlan Policy Committee approval is not anticipated until June 19, 2019 which is several weeks after the close of the public comment period.

Conclusion

Throughout the 2020-2023 TIP development, all pertinent public participation information was taken to the WestPlan Technical and Policy Committees for their review and consideration. This committee review aided staff during the process, helping to make decisions regarding the plan along the way.

All comments received were reviewed and incorporated into the TIP when and where appropriate. Specifically, all written public comments are recorded at the end of this. An evaluation of the 2020-2023 TIP public participation efforts will be made through the Public Participation Plan process to identify areas of success and areas that can be improved upon for future plan development.

Written Public Comment

No written public comment was received.

Federally Required Public Comment Period for the FY2020-2023 Transportation Improvement Program (TIP)

The Muskegon and Northern Ottawa County Metropolitan Planning Organization (MPO) Draft Fiscal Year 2020-2023 Transportation Improvement Program (TIP) draft plan and project lists are available for public comment. The TIP document describes transportation projects for the next four years. Specific projects include road resurfacing, road reconstruction, bridge replacement, intersection improvements, as well as non-motorized and transit-related projects. The draft TIP plan and project lists are available at www.wmsrdc.org, at the office of the West Michigan Shoreline Regional Development Commission, or at a local government office upon request through WMSRDC.

A public meeting to discuss the draft TIP plan and project lists is scheduled for:

Date: Tuesday, May 7, 2019

Time: 10:00 a.m. - Noon

**Place: West Michigan Shoreline Regional Development Commission
316 Morris Ave, Suite 340
Muskegon, MI 49440**

If you are unable to attend, written or verbal comments will be accepted through May, 14, 2019. Please send comments to Amy Haack by mail at 316 Morris Avenue, Suite 340, Muskegon, Michigan 49440 or email to ahaack@wmsrdc.org or call (231) 722-7878 x 19.

It is expected in June of 2019 that the MPO Committees (the Technical and the Policy Committees) will formally act on adopting a finalized new TIP for 2020 to 2023. Comments are solicited throughout the process and there will be an opportunity at the June 19, 2019 Policy Committee meeting for final comments on the TIP before action is taken by the Policy Committee.

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

CHAPTER 4: ENVIRONMENTAL JUSTICE

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

The process undertaken in analyzing that the principles of Executive Order 12898 included mapping the areas of impoverished and minority population concentrations. These concentrations were overlaid with the 2020-2023 TIP projects and subjected to a visual analysis of potential impacts.

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

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

Identification of Minority Groups Utilizing 2010 Census Data

Minority population groups identified in this study included individuals who self-identified as being part of a minority racial or ethnic group in the 2010 U.S. Census. These figures were taken from the 2010 Census-Profile of General Population and Housing Characteristics. For this analysis, individuals belonging to a minority group were grouped into one category: minority. These aforementioned groups include individuals who self-identified as:

Race (Not Hispanic or Latino)

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

Hispanic or Latino (Of Any Race)

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

The analysis performed utilized a methodology developed by MDOT which, unlike methods performed in the past, compares a local community with a reference community such as the state. In past analysis, concentrations of minority or impoverished communities were determined as a simple ratio of the local communities' population. The state's methodology utilizes the **Location Quotient (LQ)** statistical technique, which strives to show if a local economy has a greater share than expected of a given economy, using the average of the local economy against the average of the larger economy.

The statistical notation for LQ is:

$$EJ\ Zone = \frac{\text{No. of Minority Group in a Census Tract}}{\text{Total Pop. in that Census Tract}} / \frac{\text{Total No. of that Minority Group in the State}}{\text{Total Pop. in the State}}$$

The method of interpreting the resulting calculated values are as follows:

LQ < 1.0: Such census tracts are considered Non-EJ zones. This implies that such census tracts having values less than one (1) have insufficient minority population in the state as such will not be considered an EJ zone.

LQ = 1.0: Such census tracts have populations that are just sufficient for their constituents, or are exactly comparable to the state's concentration of these groups.

LQ > 1.0: Places with LQ greater than one (1) provides evidence that these groups have racial populations greater than their expected EJ populations. These census tracts would represent the selection set considered being EJ zones.

Identification of Impoverished Populations Utilizing 2013 American Community Survey Data

The analysis performed to identify impoverished groups followed the same general methodology as the methodology used to determine LQ for minority populations. Impoverished populations were identified based on 2013 American Community Survey 5-year Estimates of poverty status for a 12 month period of time. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. Official poverty thresholds do not vary geographically, though they are updated for inflation using Consumer Price Index (CPI-U). (United States Census Bureau) No grouping was necessary for this analysis as totals were available for the population living below the poverty level.

The statistical notation used to determine Location Quotient (LQ) for impoverished populations is as follows:

$$EJ\ Zone = \frac{\text{Impoverished Population in a Census Tract}}{\text{Total Pop. in that Census Tract}} / \frac{\text{Total Impoverished Population in the State}}{\text{Total Pop. in the State}}$$

The method of interpreting the resulting calculated values are as follows:

LQ < 1.0: Such census tracts are considered Non-EJ zones. This implies that such census tracts having values less than one (1) have insufficient impoverished populations in the state as such will not be considered an EJ zone.

LQ = 1.0: Such census tracts have populations that are just sufficient for their constituents, or are exactly comparable to the state's concentration of these groups.

LQ > 1.0: Places with LQ greater than one (1) provides evidence that these groups have impoverished populations greater than their expected EJ populations. These census tracts would represent the selection set considered being EJ zones.

Analysis

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

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

Disproportionately high adverse impact to low income areas

Of the identified projects contained in the WestPlan 2020-2023 TIP, 18 of the 74 non-transit projects are contained in or near the low income areas. After reviewing these projects, there will be minimal negative impacts from noise, right of way acquisition, or pollution. None of the projects involve right-of-way acquisition and most involve either reconstruction or resurfacing of existing roads. An analysis of each individual project has determined that there are no disproportionately high adverse impacts to those low income areas that are immediately affected by these TIP projects.

Neglect of the transportation system in low income areas:

As previously stated, 18 of the 74 non-transit projects (24%) are contained in or near the low income areas. The percentage of projects within low income areas shows that there is no neglect of the transportation system in the low income areas.

Also an analysis of the areas covered by transit was overlain with the identified low income areas. This analysis shows that all of the identified low income areas are covered by the existing transit coverage areas.

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

Minimizing access can be characterized as closing of streets or closing of interchanges to access other portions of the transportation network, including access to transit routes. The proposed improvements have no permanent closures of any kind proposed as part of that project. Therefore, it has been determined that there is no blockage of access to the transportation system or no loss of mobility resulting from implementation of the FY2020 - 2023 TIP projects. It has also been determined that these projects will not affect access for low income areas to transit facilities. All projects contained within the EJ analysis area are within one-half mile of a transit route.

Disproportionately high adverse impact to minority areas

Of the 74 non-transit projects contained in the FY2020 - 2023 TIP, at least portions of sixteen (16) projects are contained in or near the minority areas. The projects in these areas will have little to no impact on adjacent neighborhoods in terms of noise, right-of-way takings, or pollution. An analysis of each individual project has determined that there are no disproportionately high adverse impacts

to those minority areas that are immediately affected by these TIP projects.

Neglect of the transportation system in minority areas:

As previously stated, there are 16 non transit projects located in minority areas. This equates to 22% of the non-transit projects in the 2020-2023 TIP. After analysis, it has been determined that there is no neglect of the transportation system in minority areas.

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

Minimizing access can be characterized as closing of streets or closing of interchanges to access other portions of the transportation network, including access to transit routes. The proposed improvements have no permanent closures of any kind proposed as part of that project. Therefore, it has been determined that there is no blockage of access to the transportation system or no loss of mobility resulting from implementation of the FY2020 - 2023 TIP projects.

Transit Projects

Of the seventy-one (71) Transit projects in the 2020 - 2023 TIP, all seventy-one projects operate at least partially in areas of low income. In addition, fifty-one (51) of these projects operate in minority areas also. None of these projects will have adverse impacts to low income areas or minority areas, nor will they block access to the transportation system. The opposite is true. These agencies projects provide greater access to transportation for these populations.

Conclusions

In conclusion, this analysis finds that the proposed roadway and transit projects do not result in violations of Executive Order 12898. Furthermore, to supplement the analysis done here, WestPlan's continuing public participation process undertaken during the design of the WestPlan 2020-2023 TIP made a concerted effort to reach out to traditionally disadvantaged populations to ascertain the potential effects and or impacts of the proposed projects.

Figure 4.1 shows the MPO boundary area

Metropolitan Transportation Planning Organization (MPO)



Figure 4.2- FY2020-2023 TIP Environmental Justice Poverty Areas



Figure 4.3- FY2020-2023 TIP Environmental Justice Minority Areas

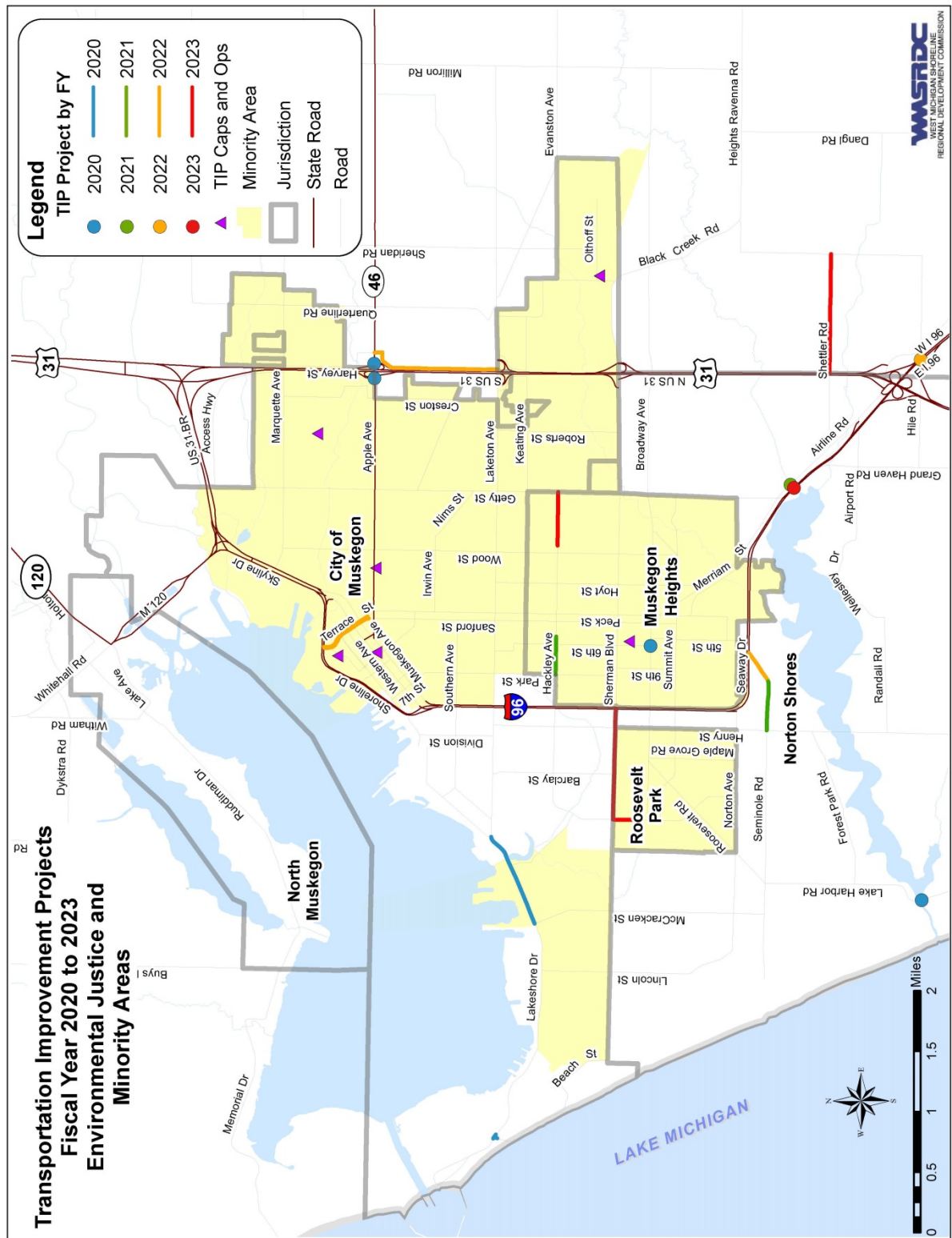


Figure 4.4- WestPlan Transit Routes and Service Areas- Minority Areas

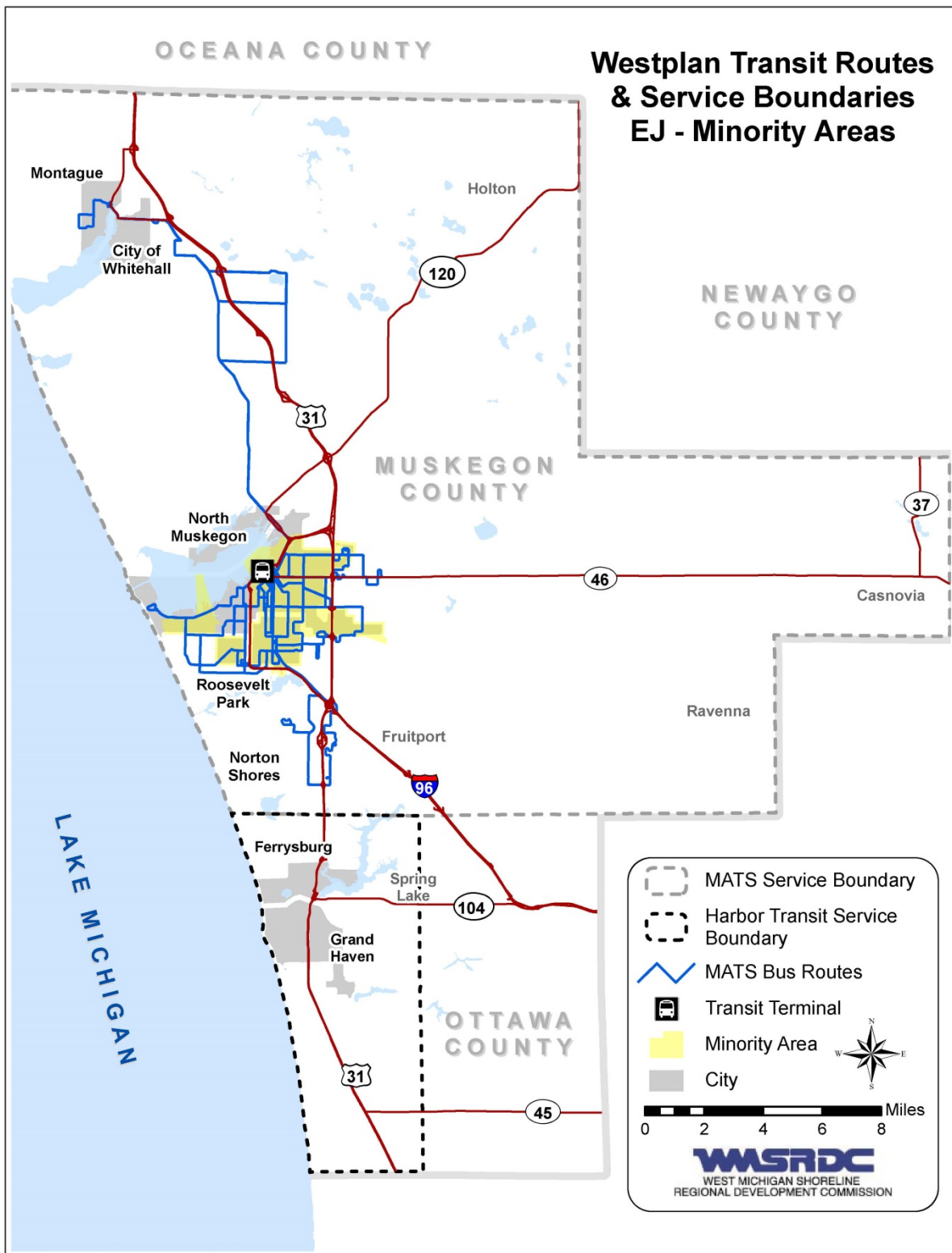
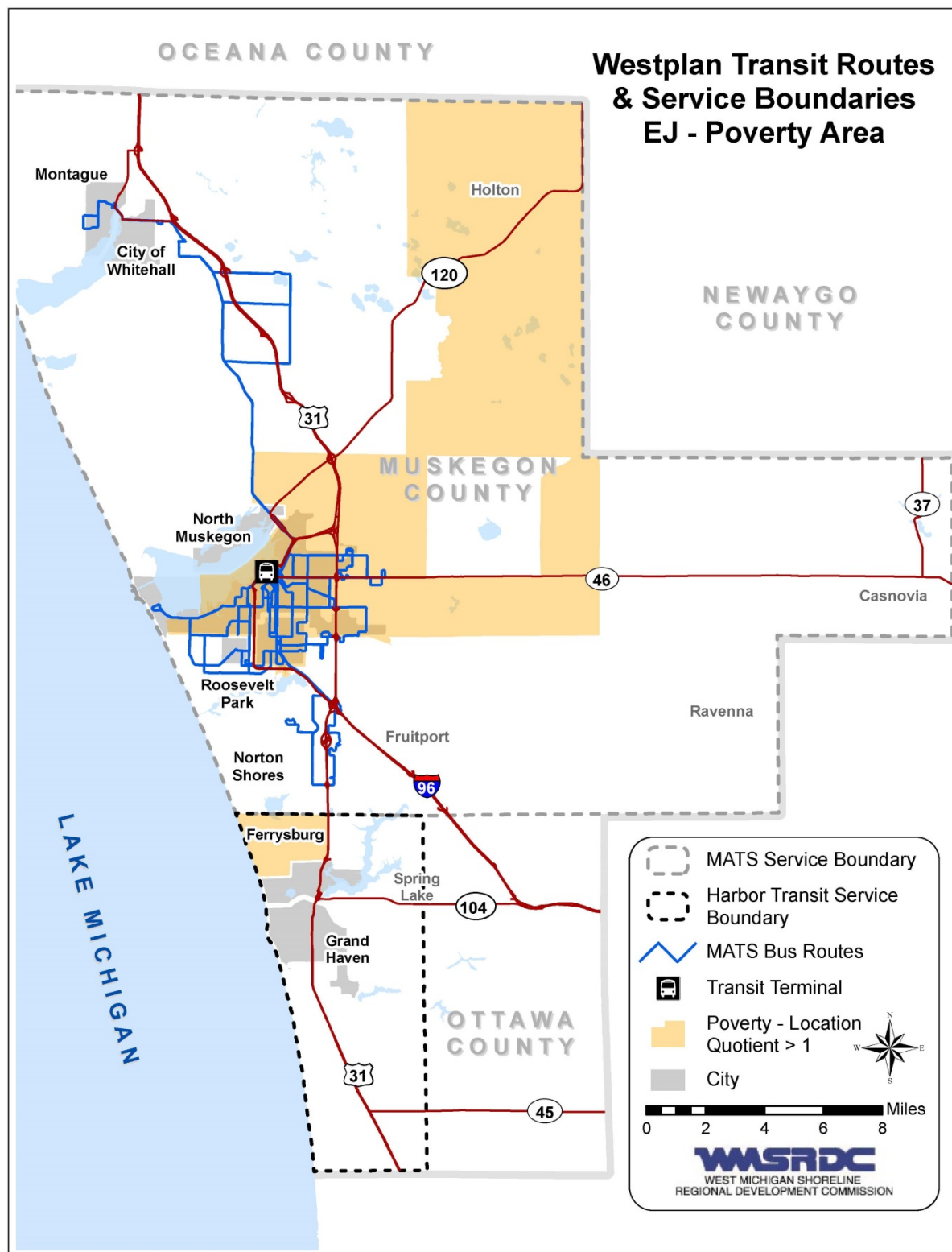


Figure 4.5- WestPlan Transit Routes and Service Areas- Poverty Areas



The following pages show FY2020-2023 TIP local and state highway projects as well as transit projects with relation to the low income and minority areas.

Trunkline and Local Projects (Non-Transit) 2020-2023 TIP

Fiscal Year	Job#	County	Responsible Agency	Project Name	Limits	Low Income	Minority
2020	127478	Ottawa	MDOT	US-31	At Pierce Street, Winans Street and 158th Avenue	No	No
2020	130496	Muskegon	Muskegon County	Ellis Rd	Ravenna Rd to Maple Island Rd	No	No
2020	130779	Ottawa	Ottawa County	Lakeshore Dr	Rosy Mound Drive to Buchanan Street	No	No
2020	130795	Ottawa	Ferrysburg	Northshore Drive	North Shore Estates Road to City of Ferrysburg city limits	No	No
2020	130798	Muskegon	Fruitport	3rd Street	Third Street - Pontaluna to Park	No	No
2020	131501	Muskegon	MDOT	US-31 SB	over The White River	No	No
2020	132941	Muskegon	Muskegon County	Fruitvale Rd.	US-31 to Walsh Road	No	No
2020	200664	Ottawa	MDOT	M-104	Spring Lake Channel east to Lake Avenue	No	No
2020	200672	Ottawa	MDOT	M-45	120th Ave to 96th Ave	No	No
2020	202389	Muskegon	Norton Shores	Lake Harbor Rd	Lake Harbor Road over Mona Lake Channel, Str# 7703, City of Norton Shores	No	No
2020	202406	Muskegon	Muskegon County	Trent Rd	Trent Road over Crockery Creek, Str# 7665, Muskegon County	No	No
2020	204257	Ottawa	MDOT	US-31	M-45 north to Comstock Street	No	No
2020	205091	Muskegon	Fruitport	3rd Ave	Intersections of 3rd Street and Pontaluna and 3rd Street and Park	No	No
2020	205364	Ottawa	Grand Haven	Fulton Ave	Fulton Avenue	No	No
2020	206495	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	No	No
2020	206541	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	No	No
2020	206559	Kent	MDOT	Grand Regionwide Pmnt Mrkg Retro Readings	All of WESTPLAN MPO	No	No
2020	206572	Kent	MDOT	M-37 N	M-46(APPLE) @ WOLF LAKE RD	No	No
2020	207195	Muskegon	Muskegon County	Multiple Routes, Muskegon County	Multiple Routes, Various Locations, Muskegon County	No	No
2020	207197	Muskegon	Muskegon County	Multiple Routes, Muskegon County	Multiple Routes, Various Locations, Muskegon County	No	No
2020	130777	Muskegon	Muskegon County	Whitehall Rd	River Road to Bard	Yes	No
2020	130796	Muskegon	Muskegon	Lakeshore Drive	Lakeshore from McCracken to Laketon	Yes	Yes
2020	200348	Kent	MDOT	Regionwide	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	Yes	Yes
2020	202181	Muskegon	WMSRDC	Morris Ave	WMSRDC Offices	Yes	Yes
2020	205086	Muskegon	Muskegon Heights	Broadway Ave	Intersection of Broadway and 6th Street	Yes	Yes
2020	205232	Muskegon	Muskegon	Lakeshore Dr	Intersection of Lakeshore and Beach	Yes	Yes

Trunkline and Local Projects (Non-Transit) 2020-2023 TIP

Fiscal Year	Job#	County	Responsible Agency	Project Name	Limits	Low Income	Minority
2021	127479	Ottawa	MDOT	M-104	Kruger Street east to 148th Avenue	No	No
2021	20107	Ottawa	MDOT	US-31 N	Over the Grand River	No	No
2021	201288	Ottawa	MDOT	US-31	4 Bridges along US-31 Corridor	No	No
2021	205227	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	No	No
2021	205349	Muskegon	Montague	Hancock St	Hancock Street	No	No
2021	205351	Ottawa	Ottawa County	Mercury Dr	Mercury Drive from Comstock Street to City of Grand Haven City Limits	No	No
2021	205352	Muskegon	Norton Shores	Seminole Rd	Seminole Road from Henry Street to Park Street	No	No
2021	205374	Muskegon	Muskegon County	Russell Rd	Russell Road from River Road to US-31	No	No
2021	205891	Muskegon	Muskegon County	Whitehall Rd	Whitehall Road - Bard ROAD to Lakewood Road	No	No
2021	206093	Muskegon	Norton Shores	Airline Rd	Airline Road over Black Creek, Str# 7702, City of Norton Shores	No	No
2021	206749	Ottawa	Ottawa County	104th Ave	104th Ave from M45 to North Cedar Dr	No	No
2021	207283	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	No	No
2021	207283	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO	No	No
2021	207284	Kent	MDOT	Special Pavement Markings	All of WESTPLAN MPO	No	No
2021	207306	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of WESTPLAN MPO	No	No
2021	205223	Muskegon	WMSRDC	1st St	WESTPLAN MPO	Yes	Yes
2021	205362	Muskegon	Muskegon Heights	Hackley Ave	Hackley Avenue from Park Street to Fifth Street	Yes	Yes
2021	205371	Muskegon	Muskegon	Sanford St	Peck/Sanford Street	Yes	Yes
2022	124871	Ottawa	MDOT	US-31	US-31 and M-104 in Grand Haven and Spring Lake	No	No
2022	129961	Muskegon	MDOT	I-96	over Hille Rd	No	No
2022	129962	Muskegon	MDOT	I-96 EB	over the Norris Creek	No	No
2022	201289	Ottawa	MDOT	M-104	M-104 Over The Spring Lake Channel (70081-B01)	No	No
2022	205366	Muskegon	Norton Shores	Seminole Rd	Seminole Road - Park Street to Seaway Drive	No	No
2022	205368	Ottawa	Ferrysburg	Dogwood Dr	Dogwood Drive 174th to City limits	No	No
2022	205373	Ottawa	Grand Haven	Fulton Ave	Fulton Ave - Beacon Blvd to Albee Street	No	No
2022	205859	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of WESTPLAN MPO	No	No
2022	205897	Muskegon	Muskegon County	Harrisburg Rd	Harrisburg Road - Main Street to Squires	No	No
2022	207321	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	No	No

Trunkline and Local Projects (Non-Transit) 2020-2023 TIP

Fiscal Year	Job#	County	Responsible Agency	Project Name	Limits	Low Income	Minority
2022	207322	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	No	No
2022	205359	Ottawa	Ottawa County	Hickory St	Hickory Street/Palm Drive - 174th to Norton Shores city limit	Yes	No
2022	205378	Muskegon	Muskegon County	Ada Ave	Harvey Street/Ada Ave/ Shonot Street - Laketon Ave to Apple Ave	Yes	No
2022	205215	Muskegon	WMSRDC	Morris Ave	WESTPLAN MPO	Yes	Yes
2022	205376	Muskegon	Muskegon	Terrace St	Terrace Street - Shoreline Drive to Apple Ave	Yes	Yes
2023	201293	Muskegon	MDOT	US-31BR	US-31 BR SBNB Over The Black Creek	No	No
2023	201316	Muskegon	MDOT	US-31 N	US-31 NB Over Riley Thompson Road	No	No
2023	205398	Ottawa	Ottawa County	Mercury Dr	Mercury Drive - 144th Ave to Comstock Street	No	No
2023	205418	Muskegon	Muskegon County	Shettler Rd	Shettler Road between US 31 and Sheridan Road	No	No
2023	205428	Muskegon	Whitehall	Warner St	Warner Street in the City of Whitehall	No	No
2023	205907	Muskegon	Muskegon County	Ravenna Rd	Apple Ave to Bailey Road	No	No
2023	207358	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	No	No
2023	207359	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	No	No
2023	207375	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of WESTPLAN MPO	No	No
2023	205401	Muskegon	Roosevelt Park	Glenside Blvd	Glenside Blvd - 62' south of Sherman to 18' south of RR tracks	No	Yes
2023	204951	Kent	MDOT	M-44 E	Muskegon	Yes	Yes
2023	205209	Muskegon	WMSRDC	Morris Ave	WESTPLAN MPO	Yes	Yes
2023	205415	Muskegon	Muskegon	Sherman Blvd	Sherman Blvd Glenside Ave to Seaway Drive	Yes	Yes
2023	205427	Muskegon	Muskegon Heights	Hackley Ave	Hackley Avenue between Manz and Getty	Yes	Yes
2023	205429	Muskegon	Muskegon	Sanford St	Peck/Sanford Street South	Yes	Yes

Transit Projects 2020-2023

Fiscal Year	Job#	County	Responsible Agency	Project Description	Low Income	Minority
2020	206927	Muskegon	Pioneer Resources - Muskegon	One replacement van with lift, and replacement buses eleven small buses	Yes	Yes
2020	206968	Muskegon	Pioneer Resources	Regional mobility management	Yes	Yes
2020	207052	Muskegon	Muskegon Area Transit System	Mobility Management Activities	Yes	Yes
2020	207071	Muskegon	Muskegon Area Transit System	Bus and Bus Facilities	Yes	Yes
2020	207071	Muskegon	Muskegon Area Transit System	Bus and Bus Facilities	Yes	Yes
2020	207071	Muskegon	Muskegon Area Transit System	Bus and Bus Facilities	Yes	Yes
2020	207071	Muskegon	Muskegon Area Transit System	Bus and Bus Facilities	Yes	Yes
2020	207077	Muskegon	Goodwill Industries (Muskegon County)	One replacement van, one expansion van	Yes	Yes
2020	207085	Muskegon	American Red Cross of West Michigan	Replace one handicap accessible van	Yes	Yes
2020	202975	Muskegon	Muskegon Area Transit System	Marketing	Yes	Yes
2020	206942	Muskegon	Pioneer Resources - Muskegon	New freedom	Yes	Yes
2020	206957	Muskegon	Pioneer Resources - Muskegon	JARC	Yes	Yes
2020	207058	Muskegon	Muskegon Area Transit System	Operating Assistance for the delivery of non urban transit services	Yes	Yes
2020	207645	Muskegon	Muskegon Area Transit System	Operating assistance for delivery of transit and paratransit services	Yes	Yes
2020	206193	Ottawa	Harbor Transit Multi-Model Transportation System	Two replacement busses	No	No
2020	206335	Ottawa	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	No	No

Transit Projects 2020-2023

Fiscal Year	Job#	County	Responsible Agency	Project Description	Low Income	Minority
2020	207646	Ottawa	Harbor Transit Multi-Model Transportation System	Replace bus, Computer office equipment, Security equipment, operating assist	No	No
2020	207646	Ottawa	Harbor Transit Multi-Model Transportation System	Replace bus, Computer office equipment, Security equipment, operating assist	No	No
2020	207646	Ottawa	Harbor Transit Multi-Model Transportation System	Replace bus, Computer office equipment, Security equipment, operating assist	No	No
2020	206192	Ottawa	Harbor Transit Multi-Model Transportation System	Outreach and marketing	No	No
2020	207678	Ottawa	Harbor Transit Multi-Model Transportation System	Operating assistance	No	No
2021	205129	Muskegon	Muskegon Area Transit System	Transit facility development FY2021	Yes	Yes
2021	206931	Muskegon	Pioneer Resources - Muskegon	Replacement Buses, four medium duty w/lifts	Yes	Yes
2021	206973	Muskegon	Pioneer Resources - Muskegon	Regional Mobility management	Yes	Yes
2021	207069	Muskegon	Muskegon Area Transit System	Mobility management	Yes	Yes
2021	206943	Muskegon	Pioneer Resources	New Freedom	Yes	Yes
2021	206959	Muskegon	Pioneer Resources - Muskegon	JARC	Yes	Yes
2021	207066	Muskegon	Muskegon Area Transit System	Operating assistance for transit and paratransit	Yes	Yes
2021	207067	Muskegon	Muskegon Area Transit System	Operating assistance	Yes	Yes
2021	206741	Ottawa	Harbor Transit Multi-Model Transportation System	Bus purchase	No	No
2021	206755	Ottawa	Harbor Transit Multi-Model Transportation System	Bus purchase	No	No

Transit Projects 2020-2023

Fiscal Year	Job#	County	Responsible Agency	Project Description	Low Income	Minority
2021	205225	Ottawa	Harbor Transit Multi-Model Transportation System	Outreach and Marketing	No	No
2021	207679	Ottawa	Harbor Transit Multi-Model Transportation System	Operating assistance	No	No
2022	204885	Muskegon	Muskegon Area Transit System	Support Equipment	Yes	Yes
2022	205194	Muskegon	Muskegon Area Transit System	Heavy Duty replacement bus	Yes	Yes
2022	205219	Muskegon	Muskegon Area Transit System	Transit facility development FY 2022	Yes	Yes
2022	206933	Muskegon	Pioneer Resources - Muskegon	four medium duty replacement buses	Yes	Yes
2022	206977	Muskegon	Pioneer Resources	regional mobility management	Yes	Yes
2022	207065	Muskegon	Muskegon Area Transit System	Mobility Management	Yes	Yes
2022	207068	Muskegon	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus(es)/Acq Revenue Service Minivan(s)	Yes	Yes
2022	207068	Muskegon	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus(es)/Acq Revenue Service Minivan(s)	Yes	Yes
2022	207068	Muskegon	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus(es)/Acq Revenue Service Minivan(s)	Yes	Yes
2022	207072	Muskegon	Goodwill Industries (Muskegon County)	Two Replacement Vans	Yes	Yes
2022	204789	Muskegon	Pioneer Resources - Muskegon	New Freedom	Yes	Yes
2022	205222	Muskegon	Muskegon Area Transit System	Outreach and marketing	Yes	Yes

Transit Projects 2020-2023

Fiscal Year	Job#	County	Responsible Agency	Project Description	Low Income	Minority
2022	206962	Muskegon	Pioneer Resources - Muskegon	JARC	Yes	Yes
2022	207046	Muskegon	Muskegon Area Transit System	Operating	Yes	Yes
2022	207059	Muskegon	Muskegon Area Transit System	Operating	Yes	Yes
2022	205217	Ottawa	Harbor Transit Multi-Model Transportation System	Bus replacement FY 2022	No	No
2022	206757	Ottawa	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	No	No
2022	206759	Ottawa	Harbor Transit Multi-Model Transportation System	Purchase two replacement busses	No	No
2022	207681	Ottawa	Harbor Transit Multi-Model Transportation System	Operating assistance	No	No
2023	205212	Muskegon	Muskegon Area Transit System	Heavy duty replacement bus	Yes	Yes
2023	205213	Muskegon	Muskegon Area Transit System	Heavy duty replacement bus FY 2023 #1	Yes	Yes
2023	206113	Muskegon	American Red Cross of West Michigan	Replacement Vehicles (6)	Yes	Yes
2023	206934	Muskegon	Pioneer Resources - Muskegon	Replacement buses, six medium duty with lifts	Yes	Yes
2023	206979	Muskegon	Pioneer Resources - Muskegon	Regional Mobility management	Yes	Yes
2023	207051	Muskegon	Muskegon Area Transit System	Support equipment	Yes	Yes
2023	207061	Muskegon	Muskegon Area Transit System	Mobility management	Yes	Yes
2023	207063	Muskegon	Muskegon Area Transit System	Support equipment and one bus	Yes	Yes
2023	207063	Muskegon	Muskegon Area Transit System	Support equipment and one bus	Yes	Yes

Transit Projects 2020-2023

Fiscal Year	Job#	County	Responsible Agency	Project Description	Low Income	Minority
2023	207079	Muskegon	Goodwill Industries (Muskegon County)	Bus Replacement and Bus Purchase	Yes	Yes
2023	206949	Muskegon	Pioneer Resources	New freedom	Yes	Yes
2023	206963	Muskegon	Pioneer Resources - Muskegon	JARC	Yes	Yes
2023	207044	Muskegon	Muskegon Area Transit System	Operating assistance for delivery of transit and paratransit services	Yes	Yes
2023	207049	Muskegon	Muskegon Area Transit System	Operating assistance for the delivery of non-urban transit services	Yes	Yes
2023	205207	Ottawa	Harbor Transit Multi-Model Transportation System	Bus Replacement FY 2023	No	No
2023	206761	Ottawa	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	No	No
2023	206762	Ottawa	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	No	No
2023	205205	Ottawa	Harbor Transit Multi-Model Transportation System	FY 2023 Outreach and marketing	No	No
2023	207682	Ottawa	Harbor Transit Multi-Model Transportation System	Operating assistance	No	No

CHAPTER 5: CONSULTATION

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

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human service transportation providers

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

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

Consultation Agency List

The organizations from the Interested Citizens/Agencies list that WestPlan maintains for transportation public participation was used as a starting point for the consultation process, as this list encompasses many of the types of agencies and contacts targeted for this process. Table 5.1 shows the Consultation List.

Table 5.1- WestPlan Consultation List

211 Muskegon
American Cancer Society
American Red Cross
Baker College
Blue Lake Township
Casnovia Township
Cedar Creek Township
City of Ferrysburg
City of Grand Haven

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

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

WBLV
West MI Lakeshore Assoc. of Realtors
West Michigan Environmental Action Council
West Michigan Shoreline Reg Dev Comm
White Lake Beacon, Inc.
White River Township
WMKG-TV40
WSHZ

For those agencies targeted for consultation, a process of notification and information was undertaken. The following materials were sent to the consulted agencies on April 2, 2019: 1) an email with an attached document explaining the TIP development process; 2) the role of WestPlan; 3) directions on how to provide input on the planning process and the TIP project list, as well as how to contact WestPlan staff; and 4) a link to the 2020-2023 TIP Projects list.



WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION

316 Morris Ave, Suite 340 - Phone (231) 722-7878 x 20
Fax (231) 722-9362 - email bmulnix@wmsrdc.org - www.wmsrdc.org

New Transportation Improvement Program Under Development

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

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

MPO representatives from eligible agencies meet to discuss possible projects and their relationship to each other. Opportunities for collaborating, combining, or complementing each other's projects are explored as well. The funding for future improvements is very limited, so coordination is important. **Local road projects, Michigan Department of Transportation projects, and transit operating and capital projects currently being proposed in the MPO for the 2020-2023 TIP are listed at www.wmsrdc.org.**

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

The purpose of this document is to provide the public with information regarding the activities of the Muskegon and northern Ottawa County Metropolitan Planning Organization (MPO). The public is encouraged to contact Brian Mulnix, Program Manager at (231) 722-7878 ext. 20 or email at bmulnix@wmsrdc.org concerning transportation issues in the MPO area.

Schedule of Development of the 2020-2023 TIP

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

In addition, the MPO reviews the project list to see if there will be any disproportionate impacts on areas of the community which are designated as “environmental justice” areas. These are areas where there are higher than average percentages of persons who are considered low income or traditionally underserved, such as minority communities. Once all of the reviews are complete, an updated final project list and all supplemental materials are compiled into a draft final TIP document. In April 2019, this document will be available for public review and comment.

In May 2019, it is expected that the MPO Committees (the Technical and the Policy Committees) will formally act on adopting a finalized new Transportation Improvement Program for 2020 to 2023. As noted above, comments are solicited throughout the process and there will be an opportunity at the May 15, 2019 Policy Committee meeting for final comments on the TIP before action is taken by the Policy Committee.

Following action by the Policy Committee at the end of May, the new TIP will be submitted to the Michigan Department of Transportation (MDOT) and the federal funding agencies for their review and approval. This process takes several months. Once approved, the FY 2020-2023 TIP is scheduled to be effective as of October 1, 2019 (which is the start of the 2020 fiscal year).

Maintaining the 2020-2023 TIP After It is Adopted

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





CHAPTER 6: AIR QUALITY CONFORMITY

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

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

Generators of air pollution are classified into four main types: stationary sources, area sources, non-road mobile sources, and on-road mobile sources. Table 6.1 is an example of generators by source category.

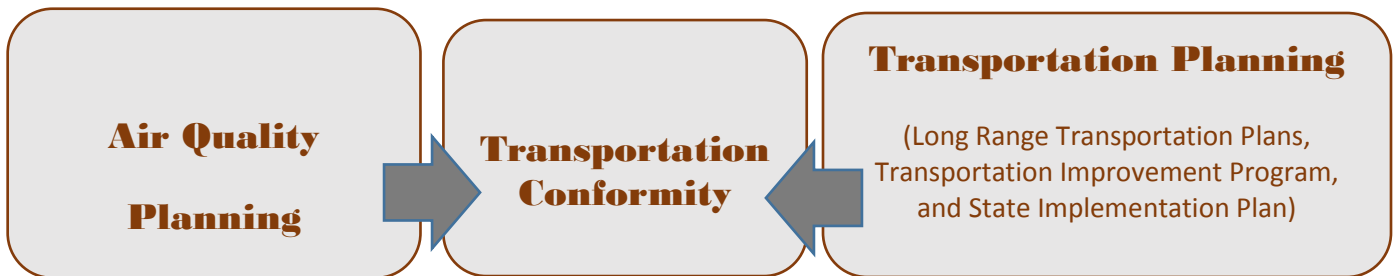
Table 6.1- Air pollution source generators.

		
<p>Stationary Sources</p> <ul style="list-style-type: none"> ▪ Industrial, refineries, and electric utilities 	<p>Area Sources</p> <ul style="list-style-type: none"> ▪ Dry cleaners, paints, and solvents 	<p>Non-Road Mobile Sources</p> <ul style="list-style-type: none"> ▪ Boats, aircraft, trains, and construction equipment
		
<p>On-Road Mobile Sources</p> <ul style="list-style-type: none"> ▪ Commuter rail and vehicles expected to be on roadways such as cars, trucks, and buses 		

Source: MDOT Photography Unit

The CAA links together air quality planning and transportation planning through the transportation

conformity process. Air quality planning is controlled by Michigan's State Implementation Plan (SIP) which includes the state's plans for attaining or maintaining the NAAQS. The primary transportation planning tools are the metropolitan Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) at both the metropolitan and state level. 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 or Federal Transit Administration funding or approval. The conformity process ensures emissions from implementing the LRTP, TIP, and STIP projects are within acceptable levels specified within the SIP and meet the goals of the SIP.

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

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

In addition to emissions that are directly emitted from vehicles, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants which contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NO_x) and volatile organic compounds (VOC) react with sunlight. Table 6.2 shows the transportation pollutants and their associated precursors. Pollutants can be directly emitted or only formed due to precursors. Not all precursors are required to be analyzed for a pollutant; it depends on what is causing the pollutant to form in an area.

Table 6.2- Transportation Pollutants and Precursor Emissions

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

The Michigan Department of Environmental Quality (MDEQ) uses monitors throughout the state to measure pollutant levels to determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either:

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

Once a nonattainment area has attained the standard for a determined time, the area is re-designated as a maintenance area. Transportation conformity is required for areas designated nonattainment or maintenance.

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

Statewide Air Quality Conformity Information:

Michigan areas that are currently designated as nonattainment for the 2015 ozone NAAQS (2015 ozone Standard) are shown in Table 6.2. These areas were designated in August 2018 with an initial conformity requirement of August 2019. The initial conformity determination was completed on May 30, 2019. The Southeast Michigan Council of Governments (SEMCOG) MPO has two maintenance areas: one for carbon monoxide, and one for particulate matter 2.5, shown in Figure 6.1. The carbon monoxide maintenance area has been attaining the carbon monoxide standard since 1995 and is near the end of its

maintenance period. Since 2013, the SEMCOG area has achieved maintenance status for the 24-hour particulate matter 2.5 NAAQS (2006 PM_{2.5} standard). Table 6.3 lists the transportation pollutants and current designations for areas Michigan.

Table 6.3-Current Transportation National Ambient Air Quality Standards (NAAQS) for Michigan.

Current Transportation NAAQS Designations in Michigan			
Pollutant	Designation	Area(s)	
2015 Ozone Standard (0.070 ppm)	Nonattainment	SEMCOG counties of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne, single county of Berrien, and partial counties for Allegan and Muskegon.	
2008 Ozone Standard (0.075 ppm)	Unclassifiable/Attainment	Entire State	
1997 Ozone Standard (0.080 ppm)	Conformity Required	Allegan, Berrien, Benzie, Cass, Genesee, Lapeer, Lenawee, Ottawa, Kent, Huron, Van Buren, Kalamazoo, Calhoun, Clinton, Eaton, Ingham, Mason, Muskegon, Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, Wayne counties	
2012 Particulate Matter (PM _{2.5})	Unclassifiable/Attainment	Entire State	
2006 Particulate Matter (PM _{2.5})	Maintenance	Detroit-Ann Arbor (Counties of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne)	
2010 Nitrogen Dioxide	Unclassifiable/Attainment	Entire Country	
1979 Carbon Monoxide	Maintenance	Detroit: parts of Macomb, Oakland, and Wayne Counties	

Source: www.epa.gov/green-book and www.epa.gov/green-book/designation-and-naaqs-information-related-nitrogen-dioxide-1971-standard

On April 23, 2018 the Federal Highway Administration, complying with the court's decision in *South Coast Air Quality Management District v. U.S. EPA*, started requiring areas in the country to conduct conformity that were both maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone standard was revoked. This was changed on September 17, 2018 to allow areas until February 16, 2019 to have LRTPs and TIPs, and rural conformity areas conformed. These areas are not considered traditional maintenance areas because the 1997 ozone standard was revoked but they must fulfill their obligation to conduct conformity and develop and satisfy their second maintenance plan requirement. This requirement impacted 25 counties in Michigan as shown in Figure 6.2.

Many of Michigan's nonattainment, maintenance, or conformity area geographic boundaries include both counties within MPOs and non-MPO areas (rural). Having projects in both overlapping areas requires conformity to be joint between MPO TIP (urban) and the STIP (rural). The WestPlan MPO Conformity Interagency Workgroup (MITC-IAWG) reviewed the projects in the 2020-2023 TIP and determined if a new conformity analysis was required.

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

Transportation Conformity Analysis for Muskegon County portion of WestPlan MPO:

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

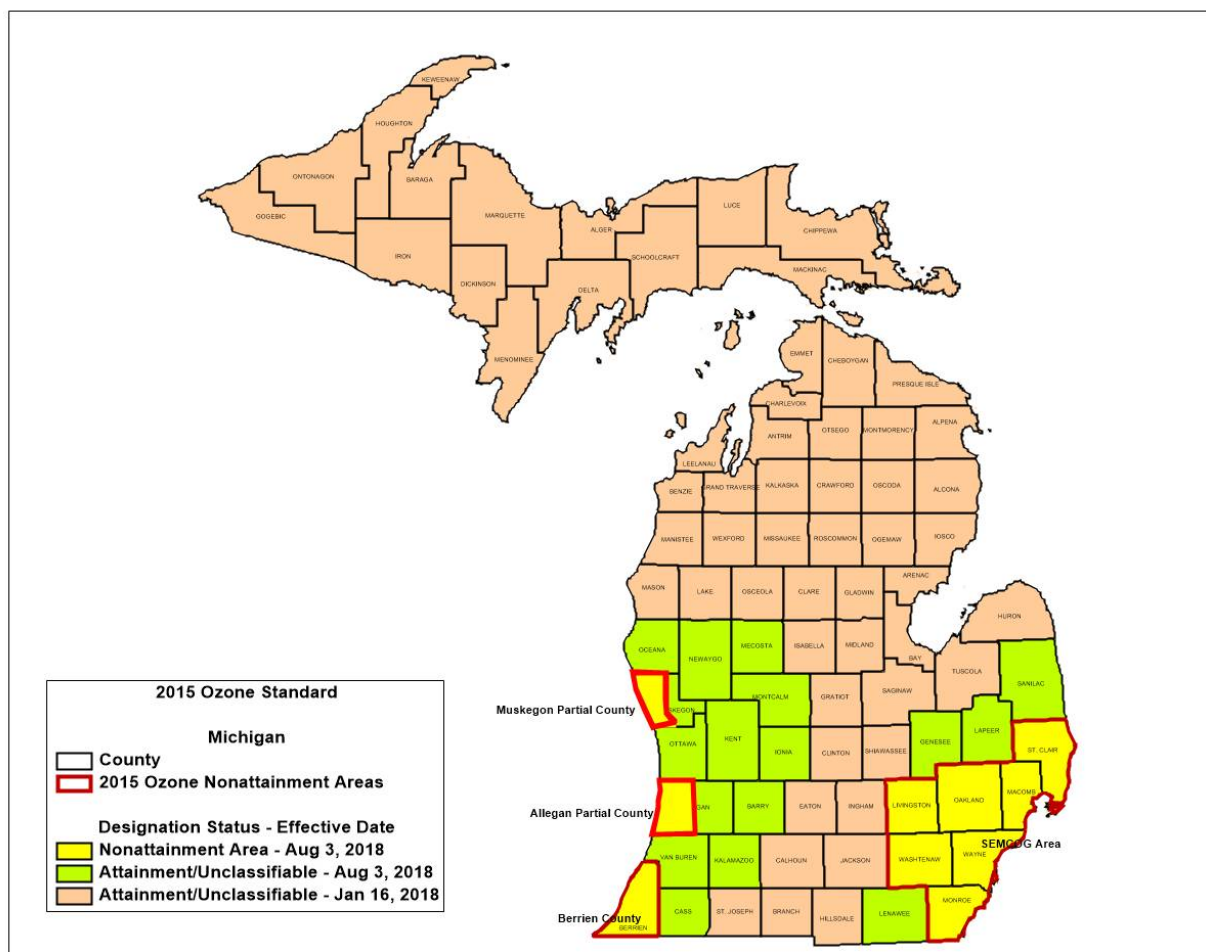
The staff of the WestPlan found that the LRTP and the 2017-2020 TIP conform to the SIP for the 2015 and 1997 ozone standards based on the results of the Air Quality Conformity Analysis for Muskegon County, MI Nonattainment Area document dated March 21, 2019. This conformity analysis report makes the determination that Muskegon County portion of the MPO's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations. The conformity analysis document was subject to a public comment period from Feb. 28 through March 20, 2019 and FHWA made a determination on May 30, 2019. For the 2020-2023 TIP, the MITC- IAWG reviewed the projects and found that all projects were exempt and a new conformity analysis was not required. MITC-IAWG consultation documentation for the WestPlan MPO is included at the end of this chapter.

Transportation Conformity Analysis for Ottawa County portion of WestPlan MPO:

The Air Quality Conformity Analysis for the Grand Rapids, Michigan 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).

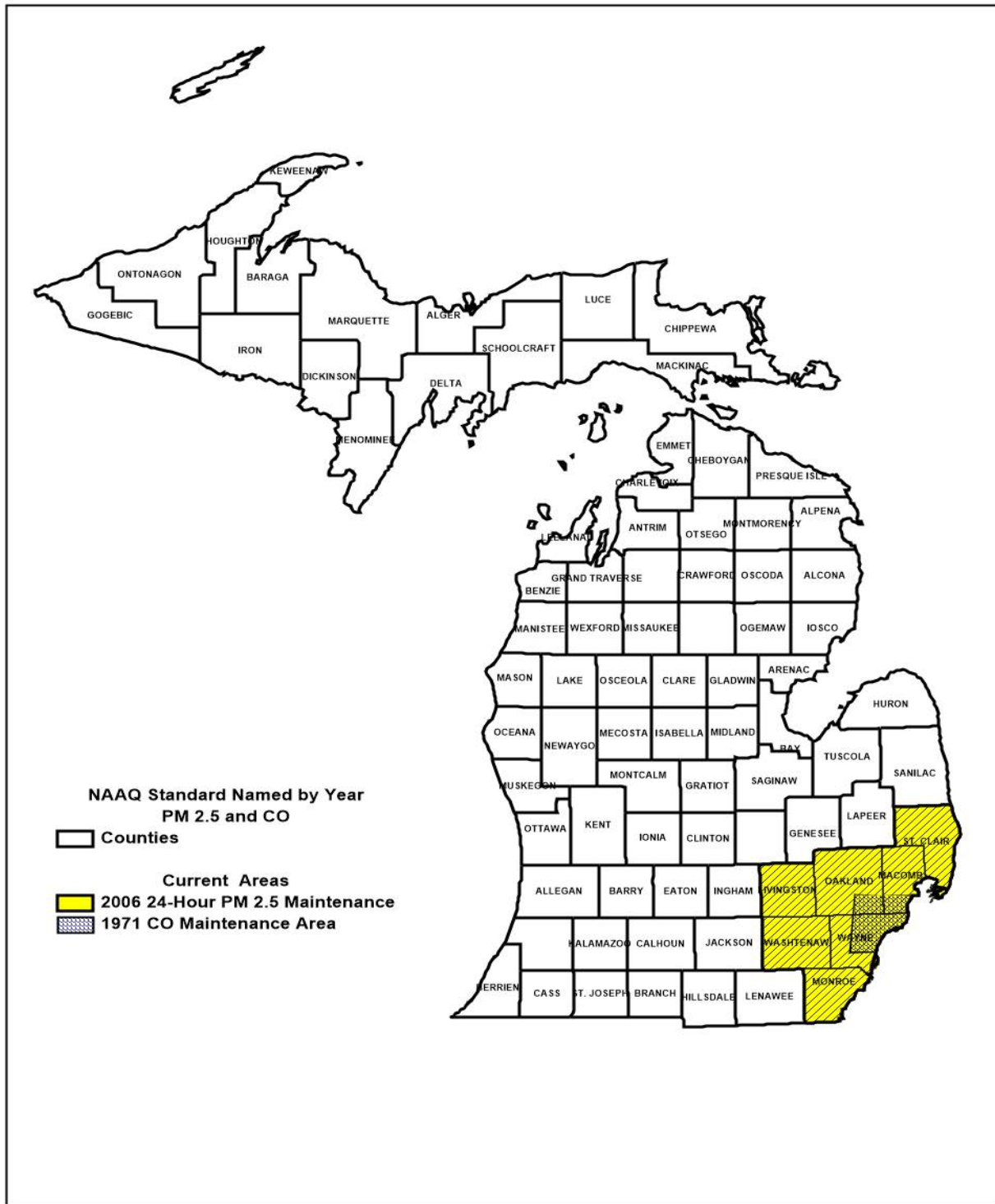
The MITC-IAWG determined that a new conformity analysis was needed for the 2020-2023 TIP. This document, the Air Quality Conformity Analysis for Grand Rapids, MI Conformity Area (Kent and Ottawa Counties) New 2020-2023 TIPs final dated May 22, 2019, was developed and subject to public comment periods. For GVMC, that period was March 25 through May 8, 2019; for WestPlan, March 28 through April 17, 2019; and for MACC, April 2 through April 22, 2019. This conformity analysis report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations. MITC- IAWG consultation documentation for the WestPlan MPO is included at the end of this chapter. Grand Rapids, MI conformity document can be found at www.gvmc.org.

Figure 6.1-Designations for the 2015 Ozone NAAQS in Michigan.



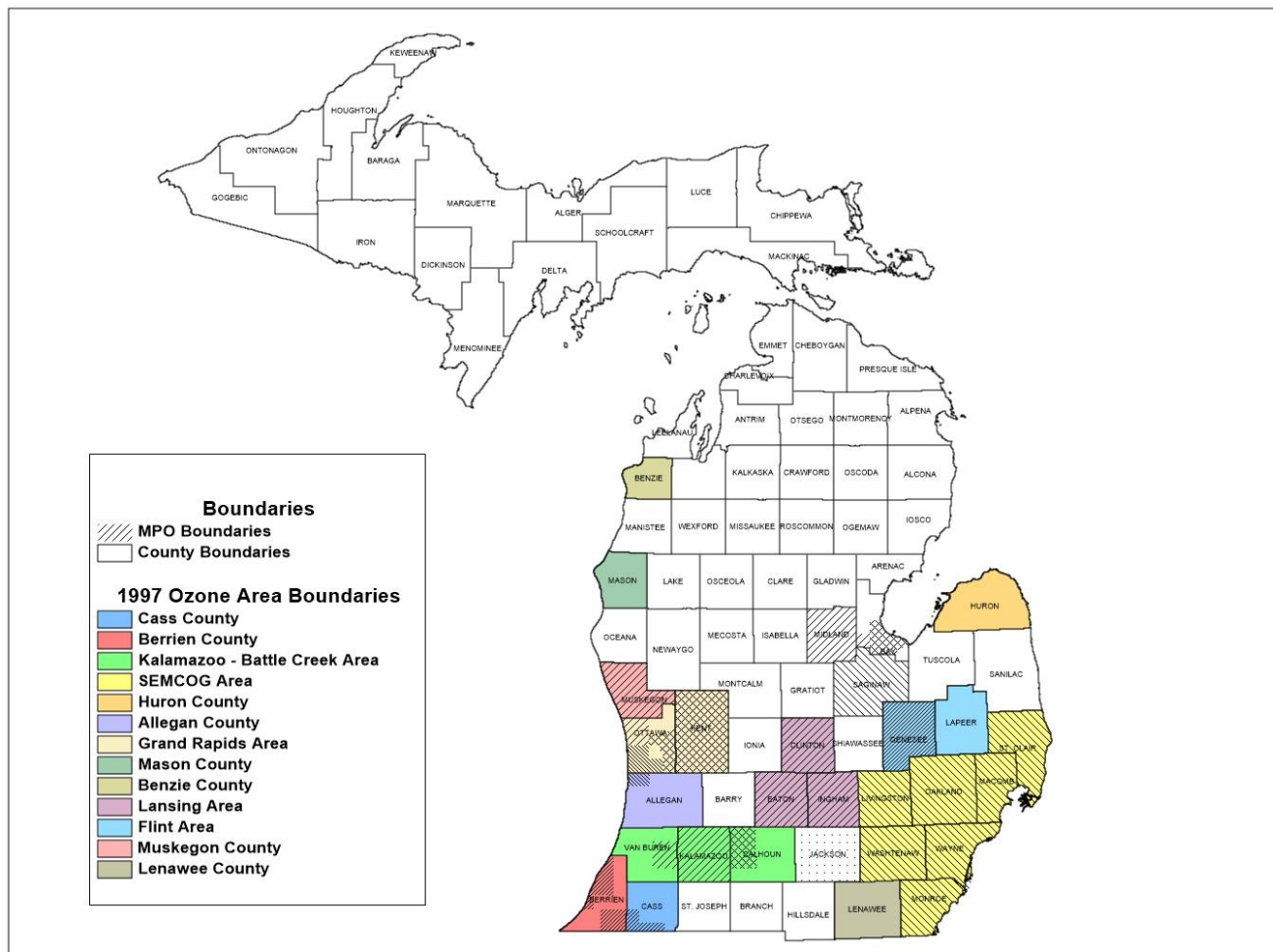
Prepared by the Statewide Transportation Planning Division, MDOT

Figure 6.2- Carbon Monoxide (CO) and Particulate Matter 2.5 (PM_{2.5}) Maintenance Areas in MI



Prepared by the Statewide Transportation Planning Division, MDOT

Figure 6.3-1997 Ozone Standard Conformity Area in Michigan



Prepared by the Statewide Transportation Planning Division, MDOT

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Summary of Meeting
Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)
Muskegon County Nonattainment Area
For New 2020 – 2023 TIP

9 – 10 a.m. (EST), Friday, March 15, 2018

BTP Third floor, Van Wagoner Transportation Building, Lansing, MI

Name	Agency
In attendance:	
Andrea Dewey	Federal Highway Administration (FHWA)
Breanna Bukowski	MDEQ
Michael Leslie	Environmental Protection Agency (EPA)
Susan Weber	Federal Transit Administration (FTA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	Muskegon MPO (WestPlan)
Joel Fitzpatrick	Muskegon MPO (WestPlan)
Carolyn Ulstad	Holland MPO (MACC)
George Yang	Grand Rapids MPO (GVMC)
Laurel Joseph	Grand Rapids MPO (GVMC)
Andrea Faber	Grand Rapids MPO (GVMC)
William Loehle	MDOT
Tom Doyle	MDOT
David Fairchild	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Eric Mullen	MDOT

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

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) for three Conformity Areas.

- 1) Grand Rapids (Kent and Ottawa counties) for 1997 ozone standard Conformity Area
- 2) Muskegon County for 1997 and 2015 ozone standard Nonattainment Area
- 3) Allegan County for 1997 and 2015 ozone standard Nonattainment Area

Agenda:

- 1) Review analysis years and model information
- 2) Existing rules
- 3) Review project lists
 - a. MACC project list for New 2020-23 TIP in Ottawa County
 - b. MACC project list for New 2020-23 TIP in Allegan County
 - c. GVMC project list for New 2020-23 TIP
 - d. WestPlan project list for New 2020-23 TIP in Ottawa County
 - e. WestPlan project list for New TIP 2020-23 in Muskegon County
 - f. STIP project list for Allegan, Ottawa, and Kent counties

With the overlapping MPO boundaries within the Grand Rapids Conformity Area, a joint MITCIAWG was held for the three nonattainment/conformity areas. The same meeting summary is duplicated for each of the three areas, with only projects in that nonattainment/conformity area attached.

Analysis Years: The analysis years used in the last analysis will be used for any new analysis. Analysis years are 2020, 2030, 2040 for Muskegon and Grand Rapids. Allegan has the additional year of 2021. If modeling is required, the same modeling process will be used as in the last analysis.

Existing rule and new rule:

Existing rule: definition of an air quality regionally significant project:

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.

New Rule: during the meeting a new rule was established:

Adding a center turn lane of 1 mile or less will not trigger a new conformity analysis but will be included in the next conformity analysis.

It was mentioned that MPOs need to pay special attention to resurfacing projects. Even though their description states resurfacing, it is possible they could be resurfaced and striped with fewer lanes (a road diet). Please be aware and try to make sure the descriptions reflect what is taking place on the road.

The group discussed if a new analysis is required, the analysis would include the long-range transportation plan (LRTP) projects, too. A new analysis would change projects in the years 2020 to 2023 but the LRTP projects should also be in the travel demand model.

The fields needed for air quality review by the IAWG was discussed and the decision to use those provided in the GVMC project for this review should be used going forward. The MITC-IAWG reviewed projects in for all three areas. A summary of each area is provided below.

The Allegan County Nonattainment Area

All projects in the MACC's 2020 - 2023 TIP and in the 2020-2023 STIP in Allegan County were determined exempt and no new conformity analysis required.

The Grand Rapids (Kent and Ottawa counties) Conformity Area

GVMC: projects in GVMC's 2020 - 2023 TIP were determined to be non-exempt and a new conformity analysis is required.

MACC: projects in Ottawa County were determined exempt.

WestPlan: projects in Ottawa County would be run in next run or were determined exempt.

STIP: projects in Ottawa and Kent counties were determined exempt.

A new conformity analysis is required for the Grand Rapids Conformity Area.

The Muskegon County Nonattainment Area

All projects in the WestPlan's 2020 - 2023 TIP in Muskegon County were determined exempt and no new conformity analysis required.

A new conformity analysis is required for the Grand Rapids Conformity Area.

The Muskegon County Nonattainment Area

All projects in the WestPlan's 2020 - 2023 TIP in Muskegon County were determined exempt and no new conformity analysis required.

CHAPTER 7: PERFORMANCE BASED PLANNING

A key feature of the FAST-Act of December, 2015 is the establishment of a performance and outcome based planning program for State DOTs and MPOs, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23 CFR 490 outlines the national performance goals for the federal-aid highway program required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

Within one year of the U.S. Department of Transportation final rules on performance measures, states are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. Any new TIP document or amendment must comply with performance reporting requirements beginning on May 27, 2018.

PERFORMANCE MEASURES

The regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- Pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- Performance (system reliability) of the Interstate system and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads, as well as bicycle and pedestrian fatalities and serious injuries
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate system

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles on non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

A Transit Asset Management (TAM) Plan was required to be in place for transit operators by October 1, 2018, two years after the effective date of the regulations.

The time-line for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

Chart of Performance Measures and Target Adoption Status

Table 7.1 is a summary of the performance measure areas and the current or anticipated implementation status.

Table 7.1- Performance Measure Areas of emphasis and implementation status

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of non-motorized fatalities and non-motorized serious injuries	Approved adoption of statewide targets (January 22, 2019)
Bridge, Pavement, & Reliability Performance	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets October 11, 2018
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Approved adoption of statewide targets October 11, 2018
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2019;

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of the state and/or providers of public transportation setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

PERFORMANCE-BASED PLANNING IN THE MUSKEGON/NORTHERN OTTAWA, MICHIGAN URBANIZED AREA

The Muskegon/Northern Ottawa MPO (WestPlan) has a number of systems in place to address the mandated performance measures and targets. WestPlan maintains a traffic count program which has been integrated into a traffic count database system. Currently WestPlan collects traffic counts for approximately 400 count locations within the MPO planning area. In addition the MPO utilizes bike/pedestrian counters to collect non-motorized traffic data. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion.

The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides WestPlan with data (both current and historic) to address the status of pavement conditions in the WestPlan area. MDOT also collects data through the Highway Performance Monitoring System (HPMS). WestPlan has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety. WestPlan also conducts local road ratings for cities and villages

in the MPO and in the region as well. The same PASER rating standards are used and reports are generated for the agencies to use in their Asset Management Plans.

Most of the performance targets are directed at the National Highway System, which is primarily under the jurisdiction of MDOT in the WestPlan area. Therefore, WestPlan will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the WestPlan area subject to the NHS-based performance targets and will choose to “support the state targets” as its official response for these categories. Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established.

In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs as targets are established, WestPlan will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets will be considered for priority in programming.

MPO TARGET SETTING

Safety

On October 2, 2018, the Michigan Department of Transportation (MDOT) reported to Michigan’s metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2019. On January 16, 2019, the WestPlan Policy Committee voted to exercise its option to “support the state targets” for the 5 categories of safety information. Safety targets are required to be developed by the state and responded to by the MPOs each year.

Table 7.2 provides the Michigan State Safety Targets for Calendar Year 2019.

Table 7-2- Michigan State Safety Targets - Calendar Year 2019

Safety Performance Measure	Baseline Condition (2013-2017)	Calendar Year 2019 State Safety Target
Fatalities	981.4	1,023.2
Fatality Rate	1.00	1.02
Serious Injuries	5,355.0	5,406.8
Serious Injury Rate	5.47	5.23
Non-motorized Fatalities & Serious Injuries	743.6	759.8

WestPlan has limited access to federal safety funds provided to the state. As a small MPO, WestPlan local agencies apply annually for consideration of funding for safety projects from statewide pool of safety funds. Project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. WestPlan supports the local agencies when they decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

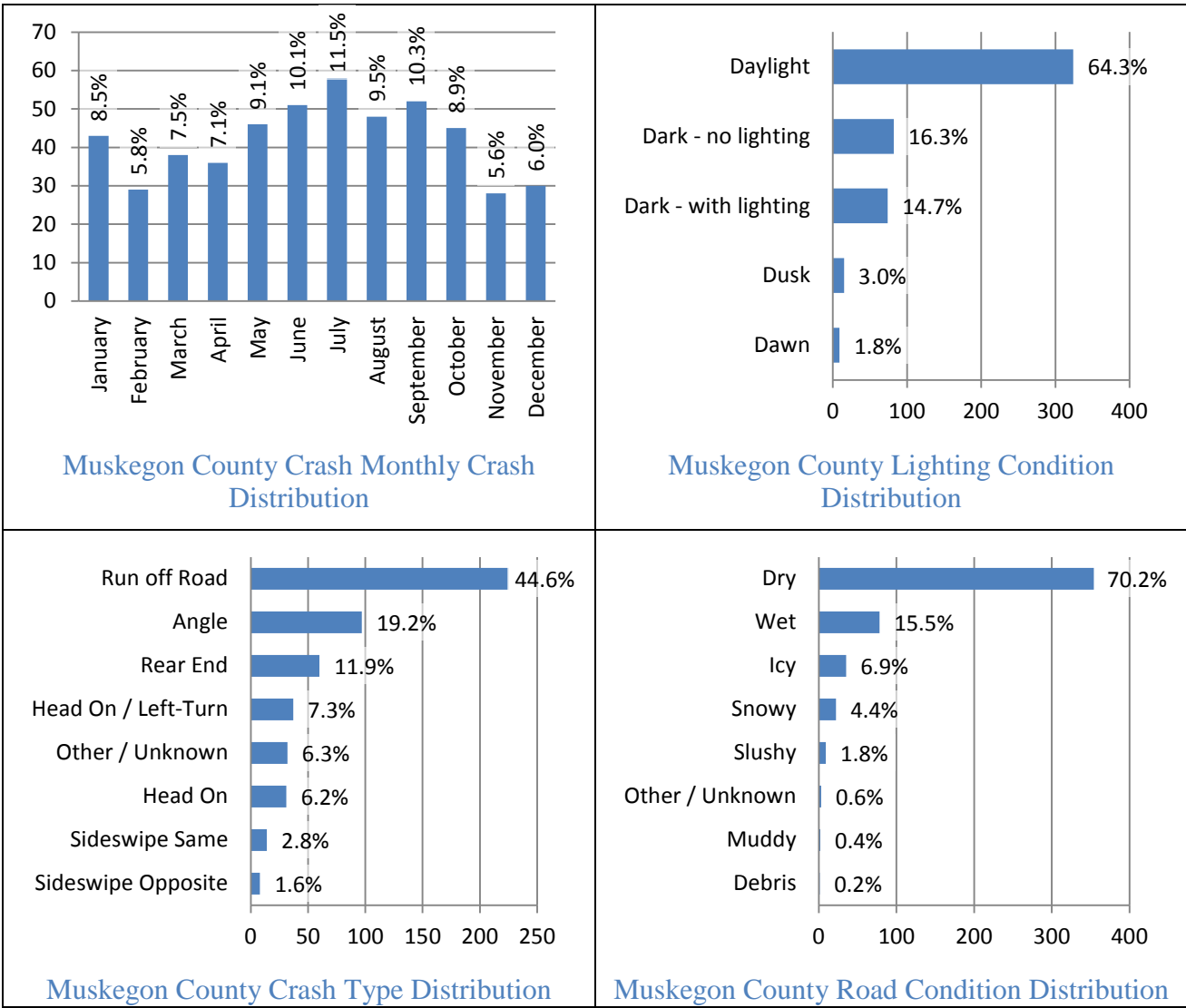
In 2017, a traffic safety plan was completed for the five county region of West Michigan Shoreline Regional Development (WMSRDC) by a consultant retained by MDOT. Rather than identify specific projects, the Regional Traffic Safety Plan recommended that safety projects target certain emphasis areas. The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The highest priority emphasis areas were: Driver Age Related Concerns, Driver Behavior, Impaired Drivers, Intersection Safety, Motorcycle Safety, Roadside Related Concerns, Signs and Delineation, and Vulnerable Road Users.

More specific information regarding safety in Muskegon County is outlined below. Unfortunately, northern Ottawa County, which is an important part of the WestPlan MPO, was not included in the Safety Plan since it is not part of the WMSRDC planning region.

Muskegon County

Muskegon County experienced approximately one half (504 of 985 total) of the crashes reported in the WMSRDC Region during the analysis period, while accounting for approximately fifty-eight percent of the average yearly vehicle miles traveled for the region. The summary statistics provided here mirror those for the Region as a whole fairly closely. While run off road crashes account for the greatest portion of fatal or incapacitating injury crashes, the county also experiences a greater proportion of angle crashes when compared to the region as a whole. Figures 7.1 would suggest that crashes in this county peak during the summer months. Additionally, rear end crashes are the third most frequent crash type in the county. This would suggest that intersection related concerns may be a focus area for the county, in addition to run off road crashes.

Figure 7.1- Muskegon County Crash Distribution



The FY 2020-2023 TIP includes several projects which are anticipated to impart safety benefits to the transportation system. See Table 7.3 below:

Table 7-3: FY 2020-2023 TIP Specific Safety Related Projects

Year	Project	Description	Safety Benefit
2020	Intersection of Broadway and Sixth Street	Removal of traffic signal	Establish dedicated stop in one direction, through traffic on the crossroad to improve flow and safety at intersection.
2020	Intersections of 3 rd Street and Pontaluna Street, and 3 rd Street and Park Street	Traffic signal synchronization	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	Intersection of Lakeshore and Beach	Construct Round-about	Reduce the potential for crashes at the intersection
2020	Multiple routes Muskegon County	Upgrade curve warning signs	Reduce the potential for crashes along multiple roadways with dangerous curves.
2020	Multiple routes Muskegon County	Upgrade stop and stop ahead signs	Reduce the potential for crashes at the intersections throughout county
2020	Whitehall Road River to Bard	Reconstruct add left turn lane	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	Regionwide- Muskegon and Ottawa Counties	Traffic signal modernization	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	US-31	Indirect left turn lanes	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020, 2021, 2022, 2023	Grand Region- Regionwide	Longitudinal pavement marking application	Reduce the potential for crashes along multiple roadways with dangerous sight distances
2020, 2021, 2022, 2023	Grand Region- Regionwide	Special marking application on trunkline routes	Reduce the potential for crashes along multiple roadways
2020, 2021, 2022, 2023	Grand Region- Regionwide	Pavement marking retroreflectivity readings on trunkline routes	Reduce the potential for crashes along multiple roadways with dangerous access points and sight distances
2021	M-104	Major widening, add center left turn lane	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2021, 2022	US-31 N	ITS devices, advanced traffic signal technologies and communication	Reduce the potential for crashes along multiple trunkline roadways by informing motorist of traffic slowdowns and incidents

Pavement, Bridge, and Reliability Performance

On May 21, 2018, the Michigan Department of Transportation (MDOT) reported to Michigan's metropolitan planning organizations (MPOs) that it had set Bridge, Pavement, and Reliability targets for calendar year 2019. On September 19, 2018, the WestPlan Policy Committee voted to exercise its option to "support the state targets" for the Bridge, Pavement and Reliability Performance Measures. Table 7.4 shows the supported targets for FY2019:

Table 7.4- State targets for Bridge, Pavement & Reliability

State Targets for First Performance Period

Performance Area	Measure	Baseline Condition (Calendar Year 2017)	2-Year Targets	4-Year Targets
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.2%	26.2%
	Percent NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%
Pavement	Percent of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
	Percent of Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
	Percent of Non-Interstate NHS Percent in Good Condition	49.7%	46.7%	43.7%
	Percent of Non-Interstate NHS Percent in Poor Condition	18.6%	21.6%	24.6%
Reliability	Level of Travel Time Reliability of the Interstate	85.1%	75.0%	75.0%
	Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	70.0%
	Freight Reliability Measure on the Interstate	1.38	1.75	1.75
Congestion Mitigation/Air Quality (CMAQ)*	Annual Hours of Peak Hours Excessive Delay per Capita	18 hours, 30 minutes	N/A	22 hours
	Percent of Non-Single Occupancy Vehicle Travel	16.0%	14.4%	14.4%
	Mobile Source Emission Reduction for Carbon Monoxide	87,665.109	32,968.780	65,937.560
	Mobile Source Emission Reduction for Particulate Matter	653.357	417.410	834.820

**Performance measures apply only to portions of the Southeast Michigan Council of Governments planning area. Also, baseline data for emission reductions shows the total reduction from CMAQ funded projects over the 2014-2017 time period.*

Pavement

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four pavement condition metrics are: International Roughness Index (IRI), Cracking Percent, and Rutting or Faulting as reported by each state to the Highway Performance Monitoring System (HPMS) database. IRI and Cracking Percent are metrics for all road types. Rutting is only applicable to asphalt pavements and faulting is only measured for jointed concrete pavements. The rule applies to the entire National Highway System (NHS), which includes Interstate and Non-interstate NHS. MDOT is responsible for approximately 5,931 through-lane miles of interstate in Michigan, as of 2016.

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

MDOT has established 2-year and 4-year targets for a 4-year performance period for pavement condition on the National Highway System (NHS) in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. There are a total of three progress reports due within the 4-year performance period: a Baseline Performance Report was published on October 1, 2018; a Mid-Performance Period Progress Report due October 1, 2020; and a Full Performance Period Progress Report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: % of Interstate road pavement in “Good” condition; % of Interstate road pavement in “Poor” condition; % of Non- interstate NHS pavement in “Good” condition; and % of Non-interstate NHS pavement in “Poor” condition.

Bridge

The federal performance measures require that state DOT’s establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOT’s established their first statewide targets on May 20th, 2018. As with the pavement condition reporting, state DOTs are required to submit three performance reports to FHWA within the 4- year performance period: a Baseline Performance Report published on October 1, 2018; a Mid- Performance Period Progress Report by October 1, 2020; and a Full Performance Period Progress Report by October 1, 2022. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in “Good Condition”; and % of NHS bridges in “Poor Condition”.

The MPOs will establish targets by either supporting MDOT’s statewide target(s), or defining a target unique to the metropolitan area each time MDOT sets a target. As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

WestPlan supports the maintaining of NHS and local bridges within its area. However, bridge funding is administered at the state level by MDOT. MDOT evaluates bridges on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios. In 2016, only 89 of 363 submitted local bridge projects could be funded due to budget constraints. As of June, 2017, approximately 2 million square feet of locally owned bridges in Michigan have deck area in poor,

serious, or critical condition. This translates to the local agencies in Michigan having 17% of NHS bridge deck area under their jurisdictions in poor condition. This exceeds the penalty threshold of no more than 10% of NHS bridges, measured by deck area, being classified as structurally deficient. MDOT's NHS bridge condition by deck area is only slightly under the 10% threshold, at 9% poor condition.

MDOT is projecting "condition improvement" for the NHS bridges in the state based on projects programmed through the MDOT and local bridge programs described above. Deterioration is estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure.

The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

Congestion Mitigation and Air Quality

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

National Highway System (NHS) Asset Management Plan

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- Pavement and bridge inventory and conditions on the NHS
- Objectives and measures
- Performance gap identification
- Life-cycle cost and risk management analysis
- A financial plan
- Investment strategies

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems.

A Metropolitan System Performance Report is required in the long range Metropolitan Transportation Plan (MTP). The next update of the WestPlan MTP is scheduled to commence in the latter months of FY 2019, with Policy Committee approval planned by November 30, 2021.

The FY 2020-2023 TIP includes several projects which are anticipated to help the state meet the proposed targets for Bridge, Pavement, and Reliability performance measures. See Table 7.5 below:

Table 7.5- FY 2020-2023 TIP Specific Bridge, Pavement and Reliability related projects

Year	Project	Description	BPR Benefit
2021	104 th Avenue- M-45 to North Cedar Drive	Resurface	Pavement
2021	US-31 N	Bridge over Grand River- Bridge rehab	Bridge
2020	M-45- 120 th Ave to 96 th Street	Resurface	Pavement
2021	US-31	(4) Bridges along US-31 Corridor- Bridge rehab	Bridge
2023	US-31 BR	Bridge Replacement- Structure replacement	Bridge
2023	US-31 N	Bridge over Riley Thompson Road- overlay	Bridge
2022	Terrace Street- Shoreline Drive to M-46	Reconstruct	Pavement
2022	I-96	Bridge over Hile Road- Rehab	Bridge
2022	I-96 EB	Bridge over Norris Creek- Rehab	Bridge
2020	US-31 SB	Bridge over White River- Rehab	Bridge
2022	M-104	Bridge over Spring Lake Channel- Rehab	Bridge
2021	US-31 BR- Dowling Street to Stanton Blvd	CPM	Reliability
2020	M-104- Spring Lake Channel to Lake Avenue	CPM	Reliability
2020	US-31- M-45 to Comstock Street	CPM	Reliability

Transit Performance Measures and Targets

There are two transit providers in the WestPlan area; Muskegon Area Transportation System (MATS) and Harbor Transit Multi-Modal Transit System (HT). Both are direct recipients of funds from the Federal Transit Administration. As such, MATS and HT are identified as Tier II recipients under the current federal legislation and have developed state of good repair targets. The MATS and HT FY2019 state of good repair targets are shown in Table 7.6 below:

Table 7-6 Transit State of Good Repair Targets for 2019

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

MATS and HT have both submitted TAM plans and can be viewed in Appendix H of this document. In addition, the entire transit project list for FY2020-2023 can be viewed in Chapter (2) of this document. Table 7.7 shows the projects in the FY2020-2023 TIP that are expected to help the transit agencies meet their targets for the State of Good Repair.

Table 7.7 FY2020-2023 Transit Projects

Fiscal Year	Responsible Agency	Project Description	State of Good Repair Benefit
2020	Muskegon Area Transit System	Facility construction	Facilities
2021	Muskegon Area Transit System	Transit facility development	Facilities
2022	Muskegon Area Transit System	Heavy Duty replacement bus	Large Bus
2023	Harbor Transit Multi-Model Transportation System	Bus Replacement	Large Bus
2023	Muskegon Area Transit System	Heavy duty replacement bus	Large Bus
2023	Muskegon Area Transit System	Heavy duty replacement bus	Large Bus
2022	Harbor Transit Multi-Model Transportation System	Bus replacement	Large Bus
2022	Muskegon Area Transit System	Transit facility development	Facilities
2023	American Red Cross of West Michigan	Replacement Vehicals (6)	Small Bus and Van
2020	Harbor Transit Multi-Model Transportation System	Two replacement busses	Small Bus and Van
2020	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	Large Bus
2021	Harbor Transit Multi-Model Transportation System	Bus purchase	Small Bus and Van
2021	Harbor Transit Multi-Model Transportation System	Bus purchase	Small Bus and Van
2022	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	Large Bus
2022	Harbor Transit Multi-Model Transportation System	Purchas two replacement busses	Small Bus and Van
2023	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	Large Bus
2023	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	Large Bus
2023	Muskegon Area Transit System	Support equipment and one bus	Small Bus and Van
2023	Muskegon Area Transit System	Support equipment and one bus	Small Bus and Van
2022	Muskegon Area Transit System	Mobility Management	
2022	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus(es)/Acq Revenue Service Minivan(s)	Small Bus and Van
2022	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus(es)/Acq Revenue Service Minivan(s)	Small Bus and Van
2022	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus(es)/Acq Revenue Service Minivan(s)	Small Bus and Van
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus

PROJECT SELECTION IN THE FY 2020-2023 TIP

For the development of the FY 2020-2023 TIP, WestPlan collected detailed data for each individual project that was submitted for consideration. To gather this data, road agencies were required to submit the “Project/Program Nomination Form” for each project submitted. The form specifically asked for safety information (number of crashes) about each project, as well as condition data, traffic volumes, crash data, congestion issues, PASER ratings, and priority within the agency if multiple projects were submitted. In addition the form asks for information regarding other modes of transportation, i.e. non-motorized and transit.

The form was utilized in compiling a listing of projects to be considered for inclusion in the FY 2020-2023 TIP and evaluated by the WestPlan TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2040 WestPlan Metropolitan Transportation Plan.

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

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

Figure 7.2 shows the detailed Project Selection Form that is used as a tool for selecting projects for the TIP.

Figure 7.2- WestPlan Project Selection Form

WESTPLAN PROJECT SUBMISSION FORM FY 2020 – 2023

Roadway/Project Name: _____

Limits: _____

Jurisdiction: _____

Work to be completed: _____

Submitting for Year:

FY 2020 (Projects already programmed)

FY 2021 _____

FY 2022 _____

FY 2023 _____

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

WESTPLAN PROJECT SUBMISSION FORM FY 2020 – 2023

Estimated Federal Cost	
Estimated State Cost	
Estimated Local Cost	
Total Estimated Project Cost	

NFC Classified

Yes _____ If Yes, Current Classification? _____

No _____

N/A _____

Length _____ Feet Posted Speed _____ MPH

ADT (2-way) _____ Year _____

% Commercial _____ Year _____

ROW

Existing _____ Feet Additional if needed _____ Feet

of Lanes

Existing _____ Proposed if necessary _____

Lane Width

Existing _____ Feet Proposed if necessary _____ Feet

WESTPLAN PROJECT SUBMISSION FORM FY 2020 – 2023

Existing Pavement Type? _____

Proposed Pavement Type? _____

Date of most recent work completed? _____

Age of pavement? _____

On street parking? _____

Utility work planned in conjunction with project? _____

Current PASER rating _____

Number of other projects submitting for FY2020-2023 TIP? _____

Rank within Jurisdiction of all projects submitted _____

Population of Jurisdiction submitting? _____

Total miles of federal roads within jurisdiction? _____

Is this project on a Transit route? _____

Adjacent sidewalks or other non-motorized facilities? _____

Total Accidents for project location in last 3 years? _____

Will project improve safety conditions? _____

WESTPLAN PROJECT SUBMISSION FORM FY 2020 – 2023

Additional Comments/Project Justification/Regional Significance

APPENDICES

APPENDIX A: WESTPLAN ADVISORY COMMITTEES

WESTPLAN POLICY COMMITTEE

Roger Bergman, Chairperson	Ottawa County Commissioner
Kim Arter, Vice-Chairperson	Supervisor, Laketon Township
Kay Beecham	Councilperson, City of Norton Shores
Roger Bergman	Ottawa County Commissioner
Elmer Hoyle	Trustee, Ravenna Township
Bob Scolnik	Muskegon County Commissioner
Jack Kennedy	Muskegon County Road Commissioner
Melissa Klos	Councilperson, City of Roosevelt Park
Eric Mullen	Supervisor, Michigan Department of Transportation
Bonnie McGlothlin	Councilperson, City of Muskegon Heights
Robert Monetza	Harbor Transit Board Member
Betty Gajewski	Ottawa County Road Commission Member
Mark Powers	Councilperson, Village of Spring Lake
Dennis Scott	Councilperson, City of Grand Haven
Rebecca Hopp	Mayor, City of Ferrysburg
Leon Stille	Supervisor, Crockery Township
Andrea Dewey	Planner, Federal Highway Administration
Byron Turnquist	Councilperson, City of Muskegon
Rillastine Wilkins	Muskegon County Commissioner – MATS
Roger Vanderstelt	Village of Fruitport
Tom Lohman	City of Montague
Bill Mogren	City of North Muskegon

WESTPLAN TECHNICAL COMMITTEE

Leo Evans	City of Muskegon
Brian Armstrong	City of Whitehall
Scott Beishuizen	City of Montague
Craig Bessinger	City of Ferrysburg
Paul Bouman	Muskegon County Road Commission
David Fairchild	Michigan Department of Transportation
Matt Farrar	County of Muskegon
Steve Biesiada	City of Roosevelt Park
Derek Gajdos	City of Grand Haven
Doug Kadzban	City of Muskegon Heights
Mark Knudsen	Ottawa County Plan & Performance Improvement
James Koens	Muskegon Area Transit
Brett Laughlin	Ottawa County Road Commission
Steven Patrick	Harbor Transit Multi-Modal Transportation System
Jim Murphy	City of Norton Shores
John Nash	Spring Lake Township (Twp Rep- Ottawa County)
Mark Disselkoen	City of North Muskegon
Dennis Kent	MDOT Grand Region
Andrea Dewey	Federal Highway Administration
Wally Delamater	Village of Spring Lake
Justin Clish	Village of Fruitport
Marc Fredrickson	MDOT- Muskegon TSC
Tony Barnes	Dalton Township (Urban Twp Rep- Muskegon County)
Jill Bonthuis	Pioneer Resources
Mark Evans	American Red Cross
Marcia Jeske	Fruitland Township (Rural Twp Rep- Muskegon County)

APPENDIX B: MPO CERTIFICATION RESOLUTION

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the West Michigan Metropolitan Transportation Planning Program (WestPlan), the Metropolitan Planning Organization for Muskegon County and Northern Ottawa County, Michigan, in the Muskegon urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
 2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
 7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 8. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
 9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- X. *(applicable to Non-Attainment and Maintenance Areas only)* Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C 7504 and 7506(c) and (d)) and 40 CFR part 93

Erin Kuhn, Executive Director
WMSRDC/WestPlan MPO

Todd White, Director
Bureau of Transportation Planning

Date

APPENDIX C: MPO RESOLUTION FOR TIP APPROVAL

RESOLUTION APPROVING THE WESTPLAN 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the West Michigan Metropolitan Transportation Planning Program (WestPlan) is the designated Metropolitan Planning Organization (MPO) for the Muskegon/Northern Ottawa area, and

WHEREAS, the development of a transportation improvement program is a requirement of both the Federal Transit Administration and the Federal Highway Administration, and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program has been developed pursuant to USC 23 as amended by the Fixing Americas Surface Transportation (FAST) Act, and

WHEREAS, it is necessary to document compliance with FAST-ACT; and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program identifies transportation facilities that should function as an integrated metropolitan transportation system, and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program was developed in a manner that considered the planning factors referenced in Section 134 as amended by FAST-ACT, and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program includes a financial analysis that demonstrates how the projects that have been identified will be funded and indicates the resources that are reasonably expected to be made available to carry out the Plan, and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program includes investment strategies and other measures necessary to ensure the preservation of the existing transportation system and includes projects that will enhance the efficiency of the existing transportation system to relieve vehicular congestion and improve the mobility of people and goods, and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program was developed through a process that included input from private citizens, affected public agencies, private providers of transportation and other interested parties, and

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program was analyzed and has been shown to conform with the State Implementation Plan (SIP) for air quality, and

WHEREAS, this Plan can be amended periodically upon request with the appropriate documentation supporting such a request.

WHEREAS, the WestPlan 2020-2023 Transportation Improvement Program remains valid and consistent with current and forecast conditions, has a planning horizon that exceeds 20 years, and is in keeping with all FAST-ACT requirements.

NOW THEREFORE BE IT RESOLVED, this 19th day of June 2019, the Policy Committee of the WestPlan Metropolitan Planning Organization approves the WestPlan 2020-2023 Transportation Improvement Program.

SIGNED: _____ DATE: _____

Mr. Roger Bergman
WestPlan Policy Committee Chairperson –

APPENDIX D: AMENDMENTS & ADMINISTRATIVE MODIFICATIONS

The Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) is modified, often several times, throughout the life of the documents.

Federal standards set forth in the FAST-ACT identify that Metropolitan Planning Organizations plan in accordance with this legislation. FHWA has identified that MPO's establish guidelines for amendments and modification of TIP's and LRTP's.

In order to comply with the federal regulations and to allow for an efficient process for amending and administratively adjusting the TIP and LRTP's, MPO staff has developed several guidelines to help with the process.

Transportation Improvement Program Revisions

The two types of revisions made to the TIP are *amendments* and *administrative modifications*.

An amendment to the TIP will occur when:

1. Adding a new project
2. Deleting a project
3. A cost change of 10% or more
4. Change in project design concept or scope (e.g. changing project termini, number of through lanes)
5. Changing non-Federally funded project to Federally funded project
6. Changing an existing project to an advance construction project
7. Project swap that involves multiple jurisdictions

Existing MPO, State and Federal processes will be followed for proposed TIP amendments in the areas of air quality conformity, financial constraint, public participation and environmental justice.

Amendments will be reviewed by the TIP Development Committee (which is the Technical Advisory Committee, or a designated sub-committee of this group) and will require action by both the Technical and Policy Committees. In the event that an amendment must be taken directly to the Policy Committee, the Technical Committee, which is also the TIP Development Committee, will be notified via email.

An administrative modification to the TIP will occur when:

1. Minor changes in scope
2. Changes in funding source within the same funding source type (e.g. federal to federal, state to state, local to local)
3. Corrections to listing errors
4. Revisions that swap projects between years, within the same agency, while maintaining financial constraint
5. A cost change of less than 10% as long as there is no impact on any other agency

Administrative modification will be completed by MPO staff. Revisions that change cost greater

than 10% must be approved by the Technical Committee, which is also the TIP Development Committee. Such approval may be obtained utilizing email.

Long Range Transportation Plan Revisions

The two types of revisions made to the LRTP are *amendments* and *administrative modifications*.

An amendment to the LRTP will occur when:

1. Adding a new project
2. Deleting a project
3. A cost change of 10% or more
4. Change in project design concept or scope (e.g. changing project termini, number of through lanes)
5. Changing non-Federally funded project to Federally funded project

Existing MPO, State and Federal processes will be followed for proposed LRTP amendments in the areas of air quality conformity, financial constraint, public participation and environmental justice.

Amendments will require action by both the Technical and Policy Committees. In the event that an amendment must be taken directly to the Policy Committee, the Technical Committee will be notified via email.

An administrative modification to the LRTP will occur when:

1. Minor changes in scope
2. Changes in funding source within the same funding source type (e.g. federal to federal, state to state, local to local)
3. Corrections to listing errors
4. A cost change of less than 10% with no impact to any other agency

Administrative modifications will be completed by MPO staff. Revisions that change cost greater than 10% must be approved by the Technical Committee. Such approval may be obtained utilizing email.

APPENDIX E: COMPLETED PROJECTS FROM THE FY2017-2020 TIP



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AG/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status		
5307																																	
2017	Multi-Modal	200519	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	SP02-Bus Capital	FY17 Section 5307 Local/CMQAQ			NI	Active	17-20	\$128,000	\$32,000	\$0	\$160,000	5307	160,000	04/28/2017	N/A	05/12/2017	06/21/2017	05/01/2017				Approved			
2017	Multi-Modal	200519	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	P009-Multiple Types	FY17 Section 5307 Local/CMQAQ			NI	Active	17-20	\$512,000	\$128,000	\$0	\$640,000	5307	160,000	04/28/2017	N/A	05/12/2017	06/21/2017	05/01/2017				Approved			
2018	Multi-Modal	203091	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	Transit Capital	Ottawa County	0.000	SP10-State Match urban	Replace 4 Small Buses			NI	Abandoned	17-20	\$512,000	\$128,000	\$0	\$640,000	5307		05/10/2018	N/A	05/15/2018	09/26/2018				Approved				
GPA Type Subtotals:																5307	\$1,152,000	\$288,000	\$0	\$1,440,000													
5310																																	
2017	Multi-Modal	131317	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon		Areawide	Disability Network/Newaygo County	0.000	1170-Other Capital Items (Bus)	FY16 Section 5317			NI	Active	14-17	\$58,418	\$14,605	\$0	\$73,023	5310	73,023	12/09/2016	N/A	12/09/2016	06/02/2016	10/01/2016				Approved			
2017	Multi-Modal	131322	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon		Areawide	Muskegon County BOC	0.000	1170-Other Capital Items (Bus)	FY16 Section 5317			NI	Active	14-17	\$120,000	\$30,000	\$0	\$150,000	5310	150,000	06/02/2016	N/A	06/02/2016	06/02/2016	10/01/2016				Approved			
2017	Multi-Modal	131324	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon		Areawide	Pioneer Resources/Muskegon County	0.000	1170-Other Capital Items (Bus)	FY16 Section 5317			NI	Completed	14-17	\$4,000	\$1,000	\$0	\$5,000	5310	3,454	06/02/2016	N/A	06/02/2016	06/02/2016	10/01/2016				Approved			
2017	Multi-Modal	200728	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Clay Ave	Disability Network West Michigan/Muskegon County	0.000	P004-Operating Assistance	FY17 Section 5310 Program			NI	Programmed	17-20	\$65,298	\$16,325	\$0	\$81,623	5310	81,623	06/12/2017	N/A	06/12/2017	06/12/2017				There is no MPO affiliated with this project.	Approved			
2017	Multi-Modal	200765	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Goodwill Industries (Muskegon County)	M-46	Goodwill Industries of West Michigan/Muskegon County	0.000	1110-Bus Rolling Stock	FY17 Section 5310 Program			NI	Active	17-20	\$170,942	\$42,736	\$0	\$213,678	5310	213,678	06/13/2017	N/A	06/13/2017	12/28/2017	06/01/2017				Approved			
2017	Multi-Modal	200769	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	1110-Bus Rolling Stock	Purchase vehicles under the FY17 Section 5310 program.			NI	Active	17-20	\$138,380	\$34,595	\$0	\$172,975	5310	172,975	06/13/2017	N/A	06/13/2017	12/28/2017	06/01/2017				Approved			
2017	Multi-Modal	200772	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	5th St	Pioneer Resources/Muskegon County	0.000	1140-Bus Support Equipment	Purchase snow plow under the FY17 Section 5310 program.			NI	Completed	17-20	\$32,000	\$8,000	\$0	\$40,000	5310	39,992	06/13/2017	N/A	06/13/2017	12/28/2017	06/01/2017				Approved			
2018	Multi-Modal	200786	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Clay Ave	Disability Network West Michigan/Newaygo County	0.000	6470-New Freedom Projects	Operating funds under the FY17 Section 5310 New Freedom program.			NI	Active	17-20	\$77,189	\$0	\$77,189	\$154,378	5310	154,378	06/13/2017	N/A	06/13/2017	12/28/2017	12/12/2017				Authorization is with Approved Disability Network West Michigan			
2018	Multi-Modal	200791	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Terrace St	Pioneer Resources/Muskegon County	0.000	6470-New Freedom Projects	Operating funds under the FY18 Section 5310 New Freedom program.			NI	Active	17-20	\$79,530	\$0	\$79,530	\$159,060	5310	159,060	06/13/2017	N/A	06/13/2017	12/28/2017	12/12/2017				Approved			
2018	Multi-Modal	201099	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	1170-Other Capital Items (Bus)	Marketing and mobility management under the FY17 Section 5310 program.			NI	Active	17-20	\$120,000	\$30,000	\$0	\$150,000	5310	150,000	07/28/2017	N/A	07/28/2017	12/28/2017	12/12/2017				Approved			
2017	Multi-Modal	201101	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Central County Transportation Authority	Webster Ave	Central County Transportation Authority/Kalamazoo County	0.000	P004-Operating Assistance	Purchase vehicles, office and maintenance equipment, facilities renovation.			NI	Active	17-20	\$0	\$0	\$0	\$0	5310	584,223	07/28/2017	N/A	07/28/2017	08/03/2017	06/01/2017				Originally used for Pioneer Resources, not needed for them; reusing for Central County Transportation.			
2017	Multi-Modal	201101	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Central County Transportation Authority	Webster Ave	Central County Transportation Authority/Kalamazoo County	0.000	SP10-State Match urban	Purchase vehicles, office and maintenance equipment, facilities renovation.			NI	Active	17-20	\$0	\$584,223	\$0	\$584,223	5310	584,223	07/28/2017	N/A	07/28/2017	08/03/2017	06/01/2017				Originally used for Pioneer Resources, not needed for them; reusing for Central County Transportation.			



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AG/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status								
2017	Multi-Modal	201729	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Clay Ave	Disability Network West Michigan/Muskegon County	0.000	P003-Elderly and Disabled	To provide operating assistance for seniors and disabled individuals.			NI	Active	17-20	\$0	\$0	\$0	\$0	5310	154,378	09/14/2017	N/A	09/14/2017	09/15/2017	10/01/2016					Approved								
2017	Multi-Modal	201729	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Clay Ave	Disability Network West Michigan/Muskegon County	0.000	6470-New Freedom Projects	To provide operating assistance for seniors and disabled individuals.			NI	Active	17-20	\$123,502	\$30,876	\$0	\$154,378	5310	154,378	09/14/2017	N/A	09/14/2017	09/15/2017	10/01/2016					Approved								
2017	Multi-Modal	201733	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	Pioneer Resources/Muskegon County	0.000	P003-Elderly and Disabled	To provide operating assistance for seniors and disabled individuals.			NI	Active	17-20	\$0	\$0	\$0	\$0	5310	110,000	09/14/2017	N/A	09/14/2017	09/15/2017	10/01/2016					Approved								
2017	Multi-Modal	201733	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	Pioneer Resources/Muskegon County	0.000	6470-New Freedom Projects	To provide operating assistance for seniors and disabled individuals.			NI	Active	17-20	\$55,000	\$0	\$55,000	\$110,000	5310	110,000	09/14/2017	N/A	09/14/2017	09/15/2017	10/01/2016					Approved								
2018	Multi-Modal	202186	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Clay Ave	Disability Network West Michigan/Muskegon County	0.000	1170-Other Capital Items (Bus)	Mobility management and marketing under FY18 Section 5310/New Freedom.			NI	Active	17-20	\$65,298	\$16,325	\$0	\$81,623	5310	81,623	11/09/2017	N/A	11/09/2017	11/09/2017	12/14/2017					Approved								
2018	Multi-Modal	202189	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	Pioneer Resources/Muskegon County	0.000	1170-Other Capital Items (Bus)	Mobility management under the FY18 Section 5310 program			NI	Active	17-20	\$4,000	\$1,000	\$0	\$5,000	5310	4,800	11/09/2017	N/A	11/09/2017	12/28/2017	12/14/2017					Approved								
2018	Multi-Modal	203714	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Transit Capital	Areawide/Disability Network/Muskegon County	0.000	1170-Other Capital Items (Bus)	To provide marketing and mobility management services.			NI	Programmed	17-20	\$10,173	\$2,543	\$0	\$12,716	5310	12,716	06/27/2018	N/A	06/27/2018	06/29/2018					Approved									
2018	Multi-Modal	203732	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital	Areawide/Muskegon County BOC	0.000	1170-Other Capital Items (Bus)	To provide marketing and mobility management services.			NI	Programmed	17-20	\$140,000	\$35,000	\$0	\$175,000	5310	175,000	06/27/2018	N/A	06/27/2018	06/29/2018					Approved									
2018	Multi-Modal	203768	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Transit Operating	Areawide/Pioneer Resources/Muskegon County	0.000	6470-New Freedom Projects	Provide operating assistance.			NI	Programmed	17-20	\$79,530	\$79,530	\$0	\$159,060	5310	159,060	06/28/2018	N/A	06/28/2018	06/29/2018					Approved									
2018	Multi-Modal	203772	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Transit Capital/Operating	Areawide/Disability Network/Muskegon County	0.000	1170-Other Capital Items (Bus)	Provide operating assistance and mobility management services.			NI	Programmed	17-20	\$61,119	\$15,280	\$0	\$76,399	5310	273,177	06/28/2018	N/A	06/28/2018	06/29/2018					Approved									
2018	Multi-Modal	203772	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Connection	Transit Capital/Operating	Areawide/Disability Network/Muskegon County	0.000	6470-New Freedom Projects	Provide operating assistance and mobility management services.			NI	Programmed	17-20	\$98,389	\$98,389	\$0	\$196,778	5310	273,177	06/28/2018	N/A	06/28/2018	06/29/2018					Approved									
GPA Type Subtotals:																5310																							
																\$1,602,768	\$1,040,427	\$211,719	\$2,764,914																				
6311																																							
2018	Multi-Modal	201331	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	Pioneer Resources/Muskegon County	0.000	6460-JARC Projects	Operating Assistance			NI	Active	17-20	\$46,585	\$46,585	\$0	\$93,170	5311	93,170	08/15/2017	N/A	08/16/2017	12/28/2017	01/10/2018					Approved								
2019	Multi-Modal	203359	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	Areawide/Pioneer Resources/Muskegon County	0.000	6460-JARC Projects	Funding for operating assistance.			NI	Active	17-20	\$46,585	\$46,585	\$0	\$93,170	5311	93,170	06/05/2018	N/A	06/05/2018	10/01/2018	10/03/2018					Approved								
GPA Type Subtotals:																6311																							
																\$93,170	\$93,170	\$0	\$186,340																				
6339																																							
2017	Multi-Modal	201006	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	N Ferry St	Harbor Transit Multi-Modal Transportation System/Ottawa County	0.000	1110-Bus Rolling Stock	Purchase one replacement bus.			NI	Active	17-20	\$0	\$0	\$0	\$0	5339	12,172	07/24/2017	N/A	07/24/2017	07/25/2017	08/01/2017					Grant 7121-2017-1 Approved								



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2017	Multi-Modal	201006	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	N Ferry St	Harbor Transit Multi-Modal Transportation System/Ottawa County	0.000	SP10-State Match urban	Purchase one replacement bus.			NI	Active	17-20	\$48,889	\$12,172	\$0	\$60,861	5339	12,172	07/24/2017	N/A	07/24/2017	07/25/2017	08/01/2017				Grant 7121-2017-1	Approved								
2018	Multi-Modal	203067	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	Transit Capital Areawide		0.000	SP10-State Match urban	Replacement bus			NI	Abandoned	17-20	\$122,000	\$30,500	\$0	\$152,500	5339		05/10/2018	N/A	05/11/2018	09/28/2018					Approved									
2018	Multi-Modal	203084	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital Areawide		0.000	SP10-State Match urban	Transit Operations Equipment			NI	Active	17-20	\$40,000	\$10,000	\$0	\$50,000	5339	10,000	05/10/2018	N/A	05/11/2018	05/11/2018	09/20/2018					Approved								
GPA Type Subtotals:																5339																							
																\$210,889	\$52,672	\$0	\$263,561																				
CTF																																							
2017	Multi-Modal	132074	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon		Areawide	Muskegon County SOC	0.000	SP00-Specialized Service	FY17 Specialized Services			NI	Completed	14-17	\$0	\$65,499	\$0	\$65,499	CTF	65,499	08/16/2016	N/A	08/16/2016	08/16/2016	10/01/2016					Approved								
2018	Multi-Modal	201446	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	3000-Operating Formula Assistance				NI	Active	17-20	\$0	\$0	\$0	\$0	CTF	1,136,786	08/22/2017	N/A	08/22/2017	10/02/2017	10/01/2017					Approved								
2018	Multi-Modal	201446	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	SP05-Local Bus Operating	Formula Budget			NI	Active	17-20	\$0	\$1,136,786	\$0	\$1,136,786	CTF	1,136,786	08/22/2017	N/A	08/22/2017	10/02/2017	10/01/2017					Approved								
2018	Multi-Modal	201505	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	N Ferry St	Harbor Transit Multi-Modal Transportation System/Ottawa County	0.000	3000-Operating Formula Assistance				NI	Active	17-20	\$0	\$0	\$0	\$0	CTF	1,224,424	08/23/2017	N/A	08/23/2017	10/02/2017	10/01/2017					Approved								
2018	Multi-Modal	201505	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	N Ferry St	Harbor Transit Multi-Modal Transportation System/Ottawa County	0.000	SP05-Local Bus Operating	Formula Budget			NI	Active	17-20	\$0	\$1,224,424	\$0	\$1,224,424	CTF	1,224,424	08/23/2017	N/A	08/23/2017	10/02/2017	10/01/2017					Approved								
2018	Multi-Modal	201615	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	P003-Elderly and Disabled	Services for the elderly and individuals with disabilities.			NI	Active	17-20	\$0	\$0	\$0	\$0	CTF	65,499	08/26/2017	N/A	08/26/2017	10/02/2017	10/01/2017					Approved								
2018	Multi-Modal	201615	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon County Board of Commissioners	0.000	SP00-Specialized Service	Services for the elderly and individuals with disabilities.			NI	Active	17-20	\$0	\$65,499	\$0	\$65,499	CTF	65,499	08/26/2017	N/A	08/26/2017	10/02/2017	10/01/2017					Approved								
GPA Type Subtotals:																CTF																							
																\$0	\$2,492,208	\$0	\$2,492,208																				
Local Livability and Sustainability																																							
2017	Multi-Modal	120944	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Countywide	Countywide	0.000	SP02-Bus Capital	Public Transportation Marketing and Outreach Prog			NI	Active	17-20	\$0	\$49,396	\$0	\$49,396	CM	49,396	02/17/2016	10/03/2016	N/A	10/01/2016	05/01/2017					Approved								
2019	Local	126424	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Spring Lake	North Bank Trail	130th Ave to 112th Ave, Crookery Township	3.100	Roadside Facilities - Improve	Nonmotorized Path			CON	Programmed	17-20	\$1,145,200	\$0	\$490,800	\$1,636,000	TAUL	1,636,000	11/28/2018	01/15/2019	N/A	02/08/2019		04/05/2019				Approved								
2019	Local	203655	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Broadway Ave	Getty, Broadway, Vulcan, and Sherman Boulevard in Norton Shores	0.912	Roadside Facilities - Improve	Construct 10' shared use pathway from Sherman to Summit in Norton Shores			CON	Programmed	17-20	\$499,280	\$0	\$200,000	\$699,280	TA	699,280			N/A	02/08/2019		04/05/2019				Approved								
GPA Type Subtotals:																Local Livability and Sustainability																							
																\$1,644,480	\$49,396	\$690,800	\$2,384,676																				

Local Rural Task Force



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2017	Local	119468	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Main St	North of Cleveland St to Wilson St	2.996	Road Rehabilitation	Resurface			CON	Completed	17-20	\$616,872	\$121,814	\$61,514	\$800,000	STL	818,665	10/03/2016	10/03/2016	N/A	10/01/2016	02/07/2017	04/07/2017	04/07/2017		Approved									
2018	Local	201738	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	River Road	River Road between Buys and Peterson	1.495	Reconstruction	Reconstruction			CON	Completed	17-20	\$438,090	\$0	\$109,522	\$547,612	STL	505,139			N/A	11/09/2017	11/21/2017	02/02/2018	02/02/2018		Approved									
GPA Type Subtotals:																Local Rural Task Force										\$1,054,762	\$121,814	\$171,036	\$1,347,612										
S/TIP Line Items																																							
2017	Trunkline	120077	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31	US-31 NBRussell Road Ramp	0.000	Roadside Facilities - Preserve	Mill and Resurface			CON	Completed	17-20	\$37,651	\$8,349	\$0	\$46,000	ST	41,779	10/03/2016	10/03/2016	N/A	11/18/2016	12/07/2016	01/06/2017	01/06/2017		Approved									
2017	Multi-Modal	120942	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Countywide	Countywide	0.000	1140-Bus Support Equip	Development of new transit passenger facility			NI	Programmed	17-20	\$469,685	\$117,421	\$0	\$587,106	CM	587,106	06/21/2013	06/21/2013	N/A	10/01/2016					Approved									
2017	Multi-Modal	120943	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Countywide	Countywide	0.000	SP02-Bus Capital	Bus purchase			NI	Active	17-20	\$0	\$97,500	\$0	\$97,500	CM	97,500	02/17/2016	10/03/2016	N/A	10/01/2016	05/01/2017				Approved									
2018	Trunkline	122641	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31	US-31 BR north to crossover s of M-120	1.707	Minor Widening	Widen paved shoulder			PE	Active	17-20	\$67,500	\$7,500	\$0	\$75,000	HSIP	400,000	05/18/2016	10/03/2016	N/A	11/02/2017	06/08/2018	10/04/2019		Approved										
2017	Local	122691	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Martin Road	at Sternberg Road and Porter Road intersections	0.250	Traffic Safety	Intersection Reconfiguration for turn movements			CON	Completed	17-20	\$139,520	\$0	\$34,880	\$174,400	CM	158,192	12/17/2014	10/03/2016	N/A	03/31/2017	03/29/2017	05/05/2017	05/05/2017		Approved									
2018	Trunkline	123308	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	Farr Rd	SE corner of Farr Rd and Airline Hwy	0.000	New Facilities	New Carpool Lot			CON	Active	17-20	\$200,533	\$44,468	\$0	\$245,000	ST	313,460	05/16/2018	09/04/2018	N/A	09/10/2018	09/13/2018	11/02/2018	11/02/2018		Approved									
2017	Multi-Modal	123942	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	Areawide	Harbor Transit Service Area, Grand Haven	0.000	SP02-Bus Capital	Public Transportation Marketing and Outreach			NI	Active	17-20	\$0	\$8,000	\$0	\$8,000	CM	8,000	12/17/2014	10/03/2016	N/A	10/01/2016	08/01/2017				Approved									
2017	Local	123984	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	River Road	Horton Road to Whitehall Road	2.007	Reconstruction	Reconstruct			CON	Completed	17-20	\$312,000	\$0	\$78,000	\$390,000	STUL	658,898	03/29/2017	04/06/2017	N/A	05/19/2017	04/17/2017	06/02/2017	06/02/2017		Approved									
2017	Local	123984	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	River Road	Horton Road to Whitehall Road	2.007	Reconstruction	Reconstruct			CON	Completed	17-20	\$360,316	\$0	\$90,079	\$450,395	EMRP	658,898	03/29/2017	04/06/2017	N/A	05/19/2017	04/17/2017	06/02/2017	06/02/2017		Approved									
2017	Local	123986	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Laketon Avenue	Getty to Creston	0.755	Reconstruction	Reconstruct			CON	Completed	17-20	\$760,000	\$0	\$915,807	\$1,675,807	STUL	2,005,262	05/17/2017	06/21/2017	N/A	07/07/2017	06/22/2017	09/01/2017	09/01/2017		Approved									
2017	Local	123986	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Laketon Avenue	Getty to Creston	0.755	Reconstruction	Reconstruct			CON	Completed	17-20	\$399,910	\$0	\$99,978	\$499,888	EMRP	2,005,262	05/17/2017	06/21/2017	N/A	07/07/2017	06/22/2017	09/01/2017	09/01/2017		Approved									
2017	Local	123988	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Harvey St	Hile to Ellis	0.503	Reconstruction	Reconstruct			CON	Completed	17-20	\$532,025	\$0	\$503,843	\$1,035,868	STUL	917,943	06/19/2013	10/03/2016	N/A	03/10/2017	03/08/2017	05/05/2017	05/05/2017		Approved									
2017	Local	123989	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	174th Ave	Van Wagoner to Wilson	1.539	Road Rehabilitation	Resurface			CON	Completed	17-20	\$450,000	\$0	\$130,000	\$580,000	STUL	577,083	06/19/2013	10/03/2016	N/A	04/14/2017	04/05/2017	06/02/2017	06/02/2017		Approved									
2017	Local	123994	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Spring Lake	S Buchanan St	Exchange to Liberty	0.149	Reconstruction	Reconstruct			CON	Completed	17-20	\$176,000	\$0	\$44,000	\$220,000	STUL	396,547	10/03/2016	10/03/2016	N/A	10/01/2016	10/18/2016	01/06/2017	01/06/2017		Approved									
2017	Local	126583	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Henry Street	over Mona Lake	0.176	Bridge CPM	Preventative Maintenance			CON	Completed	17-20	\$0	\$693,975	\$36,525	\$730,500	MCS	646,595	03/18/2015	05/31/2017	N/A	03/01/2017	06/02/2017	08/04/2017	08/04/2017		Approved									



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2018	Local	126588	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Witham Road	Over Bear Creek and over Green Creek	0.000	Bridge CPM	Preventative Maintenance			CON	Programmed	17-20	\$54,400	\$10,200	\$3,400	\$68,000	BHT	256,000	02/26/2018	08/22/2018	N/A	04/06/2018		06/01/2018			Approved	
2018	Local	126588	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Witham Road	Over Bear Creek and over Green Creek	0.000	Bridge CPM	Preventative Maintenance			CON	Programmed	17-20	\$58,400	\$10,950	\$3,650	\$73,000	BHT	256,000	02/26/2018	08/22/2018	N/A	04/06/2018		06/01/2018			Approved	
2018	Local	126588	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Witham Road	Over Bear Creek and over Green Creek	0.000	Bridge CPM	Preventative Maintenance			CON	Programmed	17-20	\$92,000	\$17,250	\$5,750	\$115,000	BHT	256,000	02/26/2018	08/22/2018	N/A	04/06/2018		06/01/2018			Approved	
2019	Trunkline	127479	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	M-104	Kruger Street east to 148th Avenue	0.310	Major Widening	Center Left Turn Lane			PE	Active	17-20	\$96,583	\$21,417	\$0	\$118,000	CM	678,000	05/18/2016	10/03/2016	N/A	11/02/2018	10/11/2018	02/05/2021			Approved	
2019	Local	129302	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Blackmer Road	Blackmer Rd Over Crocker Creek and Orshal Rd over Duck Creek	0.000	Bridge CPM	Preventative maintenance			CON	Active	17-20	\$16,000	\$3,000	\$1,000	\$20,000	BO	112,641	03/02/2018	04/12/2018	N/A	10/18/2018	10/19/2018	12/07/2018	12/07/2018			Approved
2019	Local	129302	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Blackmer Road	Blackmer Rd Over Crocker Creek and Orshal Rd over Duck Creek	0.000	Bridge CPM	Preventative maintenance			CON	Active	17-20	\$121,600	\$22,800	\$7,600	\$152,000	BO	112,641	03/02/2018	04/12/2018	N/A	10/18/2018	10/19/2018	12/07/2018	12/07/2018			Approved
2018	Local	129674	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Osborn Street	104th Avenue to 68th Avenue	4.811	Road Rehabilitation	Resurface			CON	Active	17-20	\$0	\$71,615	\$0	\$71,615	EDD	1,771,743	03/05/2018	03/05/2018	N/A	06/05/2018	06/05/2018	07/13/2018	07/13/2018			Approved
2018	Local	129674	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Osborn Street	104th Avenue to 68th Avenue	4.811	Road Rehabilitation	Resurface			CON	Active	17-20	\$639,478	\$0	\$1,365,807	\$2,005,285	STL	1,771,743	03/05/2018	03/05/2018	N/A	06/05/2018	06/05/2018	07/13/2018	07/13/2018			Approved
2017	Local	130418	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Grand River Greenway Trail	Bayou Park to Riverside Park, Robinson Twp	3.900	Roadside Facilities - Preserve	Construct Grand River Greenway Trail, Phase 1			CON	Active	17-20	\$1,368,570	\$0	\$470,000	\$1,838,570	TA	1,028,815	05/12/2017	06/21/2017	N/A	06/27/2017	06/28/2017	09/01/2017	09/01/2017			Approved
2017	Local	130476	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road Fr.	Whitbeck-US-31 BR; Wh. Eilers-Fruitvale	1.500	Reconstruction	Reconstruct			CON	Completed	17-20	\$0	\$131,459	\$0	\$131,459	EDD	752,339	10/03/2016	10/03/2016	N/A	03/31/2017	03/31/2017	06/02/2017	06/02/2017			Approved
2017	Local	130476	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road Fr.	Whitbeck-US-31 BR; Wh. Eilers-Fruitvale	1.500	Reconstruction	Reconstruct			CON	Completed	17-20	\$618,588	\$0	\$0	\$618,588	STL	752,339	10/03/2016	10/03/2016	N/A	03/31/2017	03/31/2017	06/02/2017	06/02/2017			Approved
2018	Local	130481	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Maple Island Rd	Heights Ravenna Rd to M-45	3.036	Reconstruction	Reconstruct			CON	Abandoned	17-20	\$488,350	\$0	\$122,088	\$610,438	STL		02/05/2016	03/09/2016	N/A	10/01/2017		06/01/2018			Approved	
2018	Local	130491	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Giles Road	Scenic to Buys	3.019	Reconstruction	Reconstruct			CON	Active	17-20	\$841,808	\$0	\$210,452	\$1,052,260	STL	985,400	12/20/2017	09/04/2018	N/A	08/31/2018	09/14/2018	06/07/2019			Approved	
2019	Local	130496	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ellis Rd	Ravenna Rd to Maple Island Rd	7.283	Reconstruction	Reconstruct			CON	Programmed	17-20	\$0	\$281,821	\$0	\$281,821	EDD	3,211,237	01/16/2019	03/01/2019	N/A	01/31/2019		04/05/2019			Approved	
2019	Local	130496	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ellis Rd	Ravenna Rd to Maple Island Rd	7.283	Reconstruction	Reconstruct	AC	2020	CON	Programmed	17-20	\$1,972,989	\$0	\$360,427	\$2,333,416	STL	3,211,237	01/16/2019	03/01/2019	N/A	01/31/2019		04/05/2019			Approved	
2019	Local	130778	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Grand Haven North Shore Drive	Grand Haven City Limit to Main Street		0.921	Reconstruction	Reconstruct			CON	Active	17-20	\$403,090	\$0	\$1,036,046	\$1,439,136	STUL	1,762,724	01/16/2019	03/01/2019	N/A	03/04/2019	03/04/2019	04/05/2019			Approved	
2019	Local	130780	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Spring Lake	Exchange Street	Jackson to Elm	0.285	Reconstruction	Resurface			CON	Active	17-20	\$200,000	\$0	\$330,000	\$530,000	STUL	572,650	11/27/2018	01/15/2019	N/A	02/08/2019	01/18/2019	04/05/2019			Approved	



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2019	Local	130781	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Giles Road	Buy's to Whitehall	2.049	Road Rehabilitation	Resurface, add 5' paved shoulders			CON	Active	17-20	\$683,729	\$0	\$400,000	\$1,083,729	STUL	\$15,895	01/16/2019	03/01/2019	N/A	04/01/2019	03/06/2019	06/07/2019			Approved	
2019	Local	130782	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Heights	Hackley Avenue	Hoyt to Manz	0.314	Road Rehabilitation	Resurface			CON	Active	17-20	\$220,368	\$0	\$117,177	\$337,545	STUL	\$37,985	01/16/2019	03/01/2019	N/A	03/04/2019	03/06/2019	04/19/2019			Approved	
2018	Local	130784	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Broadway Avenue	US-31 to Brunswick Street	0.823	Reconstruction	Reconstruct existing HMA (Phase II)			CON	Active	17-20	\$1,432,375	\$0	\$317,625	\$1,750,000	STUL	\$1,383,451	02/16/2018		N/A	02/23/2018	03/01/2018	05/04/2018	05/04/2018			Approved
2019	Local	130785	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Comstock St	168th to Mercury	0.383	Road Rehabilitation	Resurface existing width, restore shoulders			CON	Active	17-20	\$420,000	\$0	\$334,200	\$754,200	STUL	\$754,200	05/18/2016	08/22/2018	N/A	04/12/2019	04/04/2019	06/07/2019			Approved	
2018	Local	130786	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Montague	Cook Street	Hancock to Dowling	0.247	Reconstruction	Reconstruct			CON	Active	17-20	\$275,000	\$0	\$75,000	\$350,000	STUL	\$309,889	05/18/2016	10/03/2016	N/A	03/09/2018	02/28/2018	05/04/2018	05/04/2018			Approved
2018	Local	130788	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Shettler Rd	US-31 to Sheridan	0.988	Road Rehabilitation	Resurface			CON	Programmed	17-20	\$312,462	\$0	\$127,538	\$440,000	STUL	\$440,000	10/03/2016	08/22/2018	N/A	06/01/2018		12/01/2017			Approved	
2019	Local	130795	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ferrysburg	Northshore Drive	North Shore Estates Road to City of Ferrysburg city limits	0.643	Reconstruction	Reconstruct	AC	2020	CON	Active	17-20	\$0	\$0	\$541,000	\$541,000	STUL	\$78,304	06/05/2017	08/22/2018	N/A	02/06/2019	02/12/2019	04/05/2019			Approved	
2019	Local	130796	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Lakeshore Drive	Lakeshore from McCracken to Laketon	0.815	Reconstruction	Reconstruct	AC	2020	CON	Active	17-20	\$0	\$0	\$4,374,333	\$4,374,333	STUL	\$,711,500	12/12/2018	01/15/2019	N/A	01/25/2019	01/22/2019	03/01/2019	03/01/2019			Approved
2018	Local	130799	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Sheridan Road	M-46 to Laketon	1.064	Road Rehabilitation	Resurface			CON	Completed	17-20	\$308,984	\$0	\$121,016	\$430,000	STUL	\$376,839	05/18/2016	10/03/2016	N/A	11/09/2017	11/08/2017	02/02/2018	02/02/2018			Approved
2018	Local	130800	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Black Creek Rd	Sherman Blvd to Latimer	0.838	Reconstruction	Reconstruct			CON	Active	17-20	\$260,000	\$0	\$75,000	\$335,000	STUL	\$479,011	05/18/2016	10/03/2016	N/A	05/24/2018	05/30/2018	08/03/2018	08/03/2018			Approved
2019	Local	130801	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Broadway Ave	Getty to Bailey	0.504	Reconstruction	Reconstruct existing 4 lane HMA			CON	Active	17-20	\$550,000	\$0	\$1,091,000	\$1,641,000	STUL	\$1,845,170	01/16/2019	03/01/2019	N/A	03/11/2019	03/12/2019	05/03/2019			Approved	
2018	Local	130812	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Roosevelt Park	Broadway Avenue	Glenside Boulevard to Maple Grove Road	0.513	Road Rehabilitation	2-12.5' lanes, 10' paved shoulder on north side			CON	Active	17-20	\$220,000	\$0	\$86,655	\$306,655	STUL	\$303,712	05/18/2016	10/03/2016	N/A	12/01/2017	12/07/2017	02/02/2018	02/02/2018			Approved
2018	Local	130813	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Robbins Road	Robbins Road from Moreland Street to Mercury Drive	0.738	Road Rehabilitation	Resurface existing 30' width and restore shoulders			CON	Completed	17-20	\$222,500	\$0	\$100,000	\$322,500	STUL	\$315,479	05/18/2016	10/03/2016	N/A	02/20/2018	03/13/2018	05/04/2018	05/04/2018			Approved
2017	Local	130814	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Heights	Hackley Ave	Hackley Ave from Peck to Glade	0.757	Road Rehabilitation	Resurface existing road			CON	Completed	17-20	\$99,805	\$0	\$79,395	\$179,000	STUL	\$198,584	12/03/2016	03/20/2017	N/A	03/22/2017	03/24/2017	05/05/2017	05/05/2017			Approved
2018	Trunkline	132045	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	Muskegon TSC Wide	M-104, US-31 in Grand Haven Twp	20.202	Road Capital Preventive Maintenance	HMA Crack Treatment (FPVS)			CON	Completed	17-20	\$56,416	\$12,384	\$0	\$68,800	ST	\$285,000		N/A	03/14/2018	03/13/2018	04/11/2018	04/11/2018			Approved	
2018	Local	132823	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	LakeWood Club	Automobile Rd.	Lakewood Rd. to White Lake Dr.	0.072	Reconstruction	Reconstruction			CON	Programmed	17-20	\$375,000	\$0	\$123,000	\$498,000	STUL	\$498,000	10/03/2016	10/03/2016	N/A	10/01/2017		10/06/2017			Approved	
2019	Local	133052	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road	over White River, Duck Lake Outlet	0.000	Bridge CPM	preventative maintenance			CON	Active	17-20	\$0	\$64,600	\$3,400	\$68,000	MCS	\$460,402	03/02/2018	08/22/2018	N/A	12/07/2018	10/15/2018	12/07/2018	12/07/2018			Approved
2019	Local	133052	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road	over White River, Duck Lake Outlet	0.000	Bridge CPM	preventative maintenance			CON	Active	17-20	\$0	\$45,885	\$2,415	\$48,300	MCS	\$460,402	03/02/2018	08/22/2018	N/A	12/07/2018	10/15/2018	12/07/2018	12/07/2018			Approved



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2019	Local	133052	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road over White River, Duck Lake Outlet		0.000	Bridge CPM	preventative maintenance			CON	Active	17-20	\$0	\$69,350	\$3,650	\$73,000	MCS	460,402	03/02/2018	08/22/2018	N/A	12/07/2018	10/15/2018	12/07/2018	12/07/2018		Approved	
2019	Local	133052	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road over White River, Duck Lake Outlet		0.000	Bridge CPM	preventative maintenance			CON	Active	17-20	\$0	\$87,875	\$4,625	\$92,500	MCS	460,402	03/02/2018	08/22/2018	N/A	12/07/2018	10/15/2018	12/07/2018	12/07/2018		Approved	
2019	Local	133052	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Road over White River, Duck Lake Outlet		0.000	Bridge CPM	preventative maintenance			CON	Active	17-20	\$0	\$109,250	\$5,750	\$115,000	MCS	460,402	03/02/2018	08/22/2018	N/A	12/07/2018	10/15/2018	12/07/2018	12/07/2018		Approved	
2018	Local	133219	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Orshal Road over Duck Creek, STR 7675, Muskegon County		0.000	Bridge CPM	Preventative maintenance			CON	Programmed	17-20	\$16,000	\$3,000	\$1,000	\$20,000	BO	20,000	02/26/2018	08/22/2018	N/A	04/06/2018		06/01/2018		Approved		
2017	Trunkline	200348	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Regionwide	US-31 NB OFF RAMP @ M-46 (APPLE) US-31 SB OFF RAMP @ M-46 (APPLE) M121 (CHICAGO DR) @ COTTONTOWN OD DR @ pole M121 (CHICAGO DR) EB @ XOVER W. OF ROSEWOOD	0.000	Traffic Safety	Traffic Signal Modernizations ; connected vehicle installations.			PE	Active	17-20	\$149,760	\$0	\$0	\$149,760	STG	2,108,084	08/14/2017	08/14/2017	N/A	06/23/2017	08/15/2017	09/04/2020		Approved		
2019	Trunkline	200348	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Regionwide	US-31 NB OFF RAMP @ M-46 (APPLE) US-31 SB OFF RAMP @ M-46 (APPLE) M121 (CHICAGO DR) @ COTTONTOWN OD DR @ pole M121 (CHICAGO DR) EB @ XOVER W. OF ROSEWOOD	0.000	Traffic Safety	Traffic Signal Modernizations ; connected vehicle installations.			ROW	Programmed	17-20	\$0	\$0	\$0	\$0	STG	2,108,084	11/28/2018	01/15/2019	N/A	03/22/2019		09/04/2020		Approved		
2017	Local	200428	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Holland	Southern Ave	xyz to xyz	0.382	Road Rehabilitation	xyz	AC	2018	CON	Abandoned	17-20	\$11,850	\$0	\$18,150	\$30,000	STUL		10/03/2016	03/01/2019	N/A	09/08/2017		11/03/2017		Approved		
2017	Local	200428	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Holland	Southern Ave	xyz to xyz	0.382	Road Rehabilitation	xyz			CON	Abandoned	17-20	\$16,370	\$0	\$3,630	\$20,000	PL		10/03/2016	03/01/2019	N/A	09/08/2017		11/03/2017		Approved		
2018	Local	200428	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Holland	Southern Ave	xyz to xyz	0.382	Road Rehabilitation	xyz	ACC	2018	CON	Abandoned	17-20	\$70,000			\$70,000	STUL		10/03/2016	03/01/2019	N/A	09/08/2017		11/03/2017		Approved		
2019	Trunkline	200653	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31	Hile Rd to M-46, Ramps at M-120, White Lake Dr, Russel, Colby & Fruitvale	7.122	Road Capital Preventive Maintenance	Concrete Joint Repairs, Reseal Joints, Diamond Grinding, Resurfacing Ramps			CON	Active	17-20	\$1,410,275	\$312,725	\$0	\$1,722,999	NH	1,782,999	01/16/2019	03/01/2019	N/A	03/08/2019	03/28/2019	05/03/2019		Approved		
2018	Trunkline	200671	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	M-45	US-31 east to M-231	4.584	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			CON	Completed	17-20	\$980,563	\$217,437	\$0	\$1,198,000	ST	764,886	10/18/2017	12/12/2017	N/A	02/02/2018	02/21/2018	03/02/2018	03/02/2018	This is a Gordie Howe International Bridge (GHIB) Programmatic Match project.	Approved	
2017	Trunkline	200806	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Leonard St NE I-96, M-120		0.000	Operation Improvements	Upgrade tower lighting luminaire heads to LED			PE	Completed	17-20	\$23,352	\$5,126	\$0	\$28,478	ST	496,896			N/A	08/04/2017	08/10/2017	06/01/2018	06/01/2018		Approved	



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2018	Trunkline	200806	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Leonard St NE I-96, M-120		0.000	Operation Improvements	Upgrade tower lighting luminaire heads to LED			CON	Active	17-20	\$287,656	\$63,144	\$0	\$350,800	ST	496,896			N/A	05/04/2018	04/20/2018	06/01/2018	06/01/2018			Approved
2019	Local	201121	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	120th Ave	120th Ave to 112th Ave along Terra Verde Course, Crockerly Township	2.737	New Facilities	Construct Phase 2 of trail connecting North Bank to Grand River Greenway			CON	Programmed	17-20	\$1,540,318	\$0	\$593,172	\$2,133,490	TA	2,133,490	08/01/2017	08/22/2018	N/A	04/12/2019		06/07/2019			Approved	
2018	Local	201954	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Mid-Michigan Southern Railroad		At Mid-Michigan Railroad in the City of Muskegon, Muskegon County	0.000	Railroad	upgrade flashing-light signals			CON	Completed	17-20	\$7,514	\$835	\$0	\$8,349	STRP	8,349	10/20/2017	05/24/2018	N/A	11/17/2017	06/08/2018				Approved	
2018	Local	202086	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	Morris Ave	At Mid-Michigan Regional Planning Agency that houses the WestPlan MPO	0.000	Planning, Research & Design	Outreach and Marketing			NI	Active	17-20	\$93,178	\$0	\$23,294	\$116,472	CM	116,472	05/18/2016	10/01/2016	N/A	11/03/2017	11/13/2017				Approved	
2018	Local	202161	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Grand Haven Road	Grand Haven Road at Stenberg Road	0.000	Traffic Safety	Full Actuation of Grand Haven/Stenberg intersection traffic signal			CON	Active	17-20	\$17,926	\$0	\$0	\$17,926	CMG	11,903	03/01/2018	03/01/2018	N/A	03/09/2018	03/08/2018	05/04/2018	05/04/2018		Approved	
2018	Local	202169	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Black Creek Rd	Clloff at Black Creek Road	0.000	Traffic Safety	Intersection Improvements			CON	Active	17-20	\$80,000	\$0	\$48,500	\$128,500	CM	170,894	05/09/2018	05/24/2018	N/A	05/21/2018	05/30/2018	08/03/2018	08/03/2018		Approved	
2018	Local	202179	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	Morris Ave	WMSRDC Offices	0.000	Planning, Research & Design	Outreach and Marketing			NI	Active	17-20	\$93,178	\$0	\$23,294	\$116,472	CM	116,472	05/18/2016	08/22/2018	N/A	09/11/2018	09/18/2018				Approved	
2018	Trunkline	202476	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Oceana	MDOT	US-31 S	EB I-96 east of M-104	1.010	Traffic Safety	Planting living snow fence along ROW			CON	Active	17-20	\$27,460	\$3,051	\$0	\$30,511	HSIP	85,260	08/02/2018	09/04/2018	N/A	03/30/2018	09/14/2018				Approved	
2019	Local	202854	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Seminole Road	Seminole Road east of Padelft Street	0.044	Traffic Safety	Pedestrian Improvements			CON	Active	17-20	\$29,600	\$0	\$7,400	\$37,000	HSIP	36,825	03/30/2018	08/22/2018	N/A	03/08/2019	03/06/2019	05/03/2019			Approved	
2018	Multi-Modal	202906	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Modal Transportation System	N Ferry St	Areawide	0.000	SP10-State Match urban Agency	Bus replacement, Outreach and Marketing			NI	Active	17-20	\$278,000	\$69,500	\$0	\$347,500	CM	69,500	05/18/2016	10/01/2016	N/A	09/28/2018	09/27/2018			Bus replacement - total \$310,000 Outreach and Marketing - total \$37,500	Approved	
2019	Multi-Modal	202947	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital Area	Areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY19 CMAQ - Bus replacement			NI	Programmed	17-20	\$390,000	\$97,500	\$0	\$487,500	CM	487,500	04/20/2018	08/22/2018	N/A	09/30/2019					Approved	
2018	Multi-Modal	202963	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	8th St	Areawide	0.000	SP10-State Match urban Agency	Bus replacement			NI	Active	17-20	\$390,000	\$97,500	\$0	\$487,500	CM	97,500	04/23/2018	08/22/2018	N/A	09/28/2018	09/20/2018				Approved	
2019	Multi-Modal	202967	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital Area	Areawide	0.000	SP1704-public education	FY 19 CMAQ - Marketing			NI	Programmed	17-20	\$50,000	\$12,500	\$0	\$62,500	CM	62,500	04/23/2018	08/22/2018	N/A	09/30/2019					Approved	
2019	Trunkline	203017	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Region longitudinal pavement markings	Muskegon Area	1.089	Traffic Safety	Application of longitudinal pavement markings			PE	Abandoned	17-20	\$1,125	\$125	\$0	\$1,250	HSIP	2,570,793			N/A	11/01/2018		03/01/2019	03/15/2019	Phase Abandoned	Pending	
2019	Trunkline	203017	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Region longitudinal pavement markings	Muskegon Area	1.089	Traffic Safety	Application of longitudinal pavement markings			CON	Active	17-20	\$205,937	\$22,882	\$0	\$228,819	HSIP	2,570,793	11/28/2018	01/15/2019	N/A	01/17/2019	02/06/2019	03/01/2019	03/15/2019		Approved	
2019	Trunkline	203018	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Region special pavement markings	Muskegon Area	1.863	Traffic Safety	Application of special pavement markings			PE	Abandoned	17-20	\$90	\$10	\$0	\$100	HSIP	513,824			N/A	01/18/2019		03/01/2019	03/15/2019	Phase Abandoned	Pending	
2019	Trunkline	203018	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Region special pavement markings	Muskegon Area	1.863	Traffic Safety	Application of special pavement markings			CON	Active	17-20	\$1,125	\$125	\$0	\$1,250	HSIP	513,824	11/28/2018	01/15/2019	N/A	02/01/2019	02/06/2019	03/01/2019	03/15/2019		Approved	



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2018	Multi-Modal	203112	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Capital Regionwide		0.000	1110-Bus Rolling Stock	Two Replacement Buses			NI	Abandoned	17-20	\$248,000	\$0	\$62,000	\$310,000	CM		11/28/2018	03/01/2019	N/A	09/25/2018						Approved
2018	Multi-Modal	203113	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital Area-wide		0.000	1110-Bus Rolling Stock	Heavy Duty Bus Replacement			NI	Abandoned	17-20	\$390,000	\$97,500	\$0	\$487,500	CM		11/28/2018	03/01/2019	N/A	09/25/2018						Approved
2018	Multi-Modal	203114	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Capital Area-wide		0.000	1110-Bus Rolling Stock	2 Replacement Buses			NI	Abandoned	17-20	\$256,000	\$64,000	\$0	\$320,000	CM		11/28/2018	03/01/2019	N/A	09/26/2018						Approved
2018	Trunkline	203123	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Old Orchard Lane east to M-82	16.321	Road Capital Preventive Maintenance	Milling and one course asphalt overlay			CON	Active	17-20	\$3,426,241	\$759,759	\$0	\$4,186,000	ST	4,475,558	05/16/2018	09/04/2018	N/A	09/07/2018	09/11/2018	10/05/2018	10/05/2018		Approved	
2018	Multi-Modal	203139	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital Area-wide		0.000	1140-Bus Support Equip / Construction Facilities	Transit Facility			NI	Abandoned	17-20	\$390,000	\$97,500	\$0	\$487,500	CM		11/28/2018	03/01/2019	N/A	09/25/2018						Approved
2018	Multi-Modal	203173	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Operations	Area-wide	0.000	6100-State / Programs Administration	Outreach and Marketing			NI	Abandoned	17-20	\$80,000	\$20,000	\$0	\$100,000	CM		11/28/2018	03/01/2019	N/A	09/26/2018						Approved
2018	Multi-Modal	203178	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Operating	Area-wide	0.000	P004-Operating Assistance	Outreach and Marketing			NI	Abandoned	17-20	\$25,104	\$6,276	\$0	\$31,380	CM		11/28/2018	03/01/2019	N/A	09/25/2018						Approved
2018	Multi-Modal	203179	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Capital Area-wide		0.000	1110-Bus Rolling Stock	Two Replacement Buses			NI	Abandoned	17-20	\$264,000	\$66,000	\$0	\$330,000	CM		11/28/2018	03/01/2019	N/A	09/25/2018						Approved
2018	Multi-Modal	203189	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Urban - Operating	Regionwide	0.000	4420-Metropolitan Planning	Transit marketing activities			NI	Abandoned	17-20	\$30,000	\$7,500	\$0	\$37,500	CM		11/28/2018	03/01/2019	N/A	09/25/2018						Approved
2019	Multi-Modal	203202	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Capital Area-wide		0.000	1110-Bus Rolling Stock	Heavy Duty Bus Replacement			NI	Abandoned	17-20	\$390,000	\$97,500	\$0	\$487,500	CM		03/20/2019	04/02/2019	N/A	10/30/2018						Approved
2019	Multi-Modal	203203	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Operations	Area-wide	0.000	SP1705-public outreach/marketing	Conduct transit outreach/marketing activities			NI	Programmed	17-20	\$20,000	\$5,000	\$0	\$25,000	CM	25,000	10/03/2016	08/22/2018	N/A	09/30/2019						Approved
2019	Multi-Modal	203204	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Operations	Area-wide	0.000	4418-Metropolitan Planning	Conduct transit and marketing activities			NI	Abandoned	17-20	\$50,000	\$12,500	\$0	\$62,500	CM		03/20/2019	04/02/2019	N/A	10/10/2018						Approved
2019	Trunkline	203508	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Regionwide	Muskegon Area	1.362	Traffic Safety	Pavement marking retroreflectivity readings and condition assessment			CON	Active	17-20	\$382	\$42	\$0	\$424	HSIP	13,031	11/28/2018	01/15/2019	N/A	04/05/2019	04/17/2019				Approved	
2018	Multi-Modal	203738	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Transit Capital Area-wide/Pioneer Resources/Muskegon and Ottawa Counties		0.000	6410-5310 Projects	Purchase replacement buses and provide mobility management.			NI	Active	17-20	\$245,374	\$61,344	\$0	\$306,718	5310	306,718	06/27/2018	N/A	06/27/2018	09/28/2018	09/28/2018				Approved	
2018	Multi-Modal	203948	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Area-wide/Harbor Transit/Ottawa County	0.000	SP10-State Match urban Agency	Purchase replacement buses.			NI	Active	17-20	\$548,041	\$137,010	\$0	\$685,051	5307	137,010	08/15/2018	N/A	09/04/2018	07/20/2018	09/27/2018				Approved	
2018	Multi-Modal	203949	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Area-wide/Harbor Transit/Ottawa County	0.000	SP10-State Match urban Agency	Purchase replacement buses.			NI	Active	17-20	\$65,210	\$16,303	\$0	\$81,513	5339	16,303		N/A		09/28/2018	09/27/2018				Approved	
2018	Multi-Modal	204632	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Area-wide/Muskegon County BOC	0.000	6410-5310 Projects	To provide marketing and mobility management services.			NI	Active	17-20	\$140,000	\$35,000	\$0	\$175,000	5310	175,000		N/A		09/28/2018	09/27/2018				Approved	



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2018	Multi-Modal	204534	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Ottawa	Wesley Ave	Areawide/Planner Resources/Ottawa County	0.000	6410-5310 Projects	To provide mobility management services			NI	Active	17-20	\$4,000	\$1,000	\$0	\$5,000	5310	5,000		N/A		09/28/2018	09/28/2018					Approved		
2019	Multi-Modal	204686	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	Areawide/Muskegon County	0.000	6470-New Freedom Projects	To provide operating assistance			NI	Active	17-20	\$79,530	\$0	\$79,530	\$159,060	5310	159,060		N/A		09/28/2018	10/01/2018					Approved		
2019	Multi-Modal	205814	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street	0.000	SP1410-misc support equipment (explanation must be provided in work detail)	Support Equipment			NI	Programmed	17-20	\$99,129	\$24,782	\$0	\$123,911	5339	123,911	01/16/2019	N/A	02/26/2019	09/30/2019					Approved			
2019	Multi-Modal	205815	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street	0.000	3000-Operating Assistance	Operating assistance for the delivery of non-urban transit services			NI	Programmed	17-20	\$15,179	\$15,179	\$0	\$30,358	5311	30,358	03/20/2019	N/A	03/28/2019	09/30/2019					Approved			
2019	Multi-Modal	205817	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street	0.000	6470-New Freedom Projects	Mobility Management Activities (10/01/19 fwd)			NI	Programmed	17-20	\$140,000	\$35,000	\$0	\$175,000	5310	175,000	01/16/2019	N/A	02/26/2019	09/30/2019					Approved			
2019	Multi-Modal	205821	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street	0.000	SP3000-operating except JARC and New Freedom	Operating Assistance for the delivery of transit and paratransit services			NI	Programmed	17-20	\$1,740,003	\$1,131,002	\$609,001	\$3,480,006	5307	3,480,006	01/16/2019	N/A	02/26/2019	09/30/2019					Approved			
2019	Local	205903	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	River Rd	River Road - Scenic Drive to Peterson Road	2.309	Road Rehabilitation	Crush and Shape and Asphalt resurfacing			CON	Programmed	17-20	\$419,999	\$0	\$105,000	\$524,999	STL	524,999	01/16/2019	03/01/2019	N/A	04/12/2019	06/07/2019					Approved		
2019	Local	206088	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	7th St	Grand, Glade, Houston, 9th, Clay, 7th	0.662	New Facilities	Non-Motorized Trail, ADA Ramps			CON	Programmed	17-20	\$60,000	\$0	\$15,809	\$75,809	CM	75,809	01/16/2019	03/01/2019	N/A	04/12/2019	06/07/2019					Approved		
2019	Trunkline	206572	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	M-37 N	M-48 (APPLE) @ WOLF LAKE RD	0.000	Traffic Safety	Traffic Signal Modernization; connected vehicle installations			PE	Programmed	17-20	\$56,088	\$0	\$0	\$56,088	STG	2,709,872	03/20/2019	04/02/2019	N/A	04/26/2019	05/06/2022					Approved		
GPA Type Subtotals:																\$31,666,992		\$6,632,726		\$16,421,891		\$52,621,607											
Transit Capital																																	
2018	Multi-Modal	203946	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Capital	Areawide/Harbor Transit/Ottawa County	0.000	SP10-State Match urban Agency	Construct an administration building.			NI	Active	17-20	\$800,000	\$200,000	\$0	\$1,000,000	5339	200,000	08/15/2018	N/A	09/04/2018	07/20/2018	09/28/2018					Approved		
2019	Multi-Modal	205886	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street, Grand Haven, Michigan 49417	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	Mobile Vehical Hoist			NI	Programmed	17-20	\$25,000	\$6,250	\$0	\$31,250	5307	31,250	01/16/2019	N/A	02/26/2019	09/30/2019					Approved			
2019	Multi-Modal	205888	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street, Grand Haven, Michigan 49417	0.000	SP1403-office equipment (copier, office furniture, etc.)	Phone System/IT			NI	Abandoned	17-20	\$25,000	\$6,250	\$0	\$31,250	5307		01/16/2019	N/A	03/28/2019	09/30/2019					Approved			
2019	Multi-Modal	205893	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street, Grand Haven, Michigan 49417	0.000	SP1406-security equipment - facilities	Surveillance & Security Equipment			NI	Programmed	17-20	\$28,578	\$7,145	\$0	\$35,723	5339	35,723	01/16/2019	N/A	02/26/2019	09/30/2019					Approved			
2019	Multi-Modal	205928	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Capital areawide		0.000	SP1103-35-39 foot replacement bus with or without lift	FY19 CMAQ - Bus Purchase			NI	Programmed	17-20	\$256,000	\$64,000	\$0	\$320,000	CM	320,000	01/16/2019	03/01/2019	N/A	09/30/2019					Approved			
2019	Multi-Modal	206334	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	Maintenance equipment			NI	Abandoned	17-20	\$25,000	\$6,250	\$0	\$31,250	5307			N/A		09/30/2019					Approved			
2019	Multi-Modal	206925	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace Street Muskegon MI	0.000	1110-Bus Rolling Stock	2 medium duty replacement buses			NI	Programmed	17-20	\$155,200	\$38,800	\$0	\$194,000	5310	194,000		N/A		09/30/2019					Approved			



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2019	Multi-Modal	206936	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Terrace Street	601 Terrace, Suite 100 Muskegon MI	0.000	6470-New Freedom Projects	New Freedom	NI		Programmed		17-20	\$69,850	\$0	\$69,850	\$139,700	5310	139,700		N/A		09/30/2019						Approved
2019	Multi-Modal	207082	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	American Red Cross of West Michigan	Webster Ave	313 West Webster Avenue, Muskegon, Michigan 49440	0.000	SP1110-van expansion, any size with or without lift	Replacement Vehicles (6)	NI		Programmed		17-20	\$158,400	\$39,600	\$0	\$198,000	5310	198,000		N/A		09/30/2019					Submitted by Red Cross for the FY2017-2020 TIP	Approved
2019	Multi-Modal	207907	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Areawide	0.000	SP1108-35-39	Bus purchase	NI		Programmed		17-20	\$256,000	\$64,000	\$0	\$320,000	5339	320,000		N/A		09/30/2019						Approved
GPA Type Subtotals:																\$1,799,028	\$432,296	\$69,850	\$2,301,173												
Transit Operating																															
2019	Multi-Modal	205892	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street, Grand Haven, Michigan 49417	0.000	SP1207-architect and engineer	Architecture & Engineering	NI		Programmed		17-20	\$24,496	\$6,124	\$0	\$30,620	5339	30,620	01/16/2019	N/A	02/26/2019	09/30/2019					GPA over 24%	Pending
2019	Multi-Modal	206953	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6460-JARC Projects	JARC	NI		Programmed		17-20	\$74,536	\$18,634	\$0	\$93,170	5311	93,170		N/A		09/30/2019						Approved
2019	Multi-Modal	206966	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6470-New Freedom Projects	Regional Mobility management	NI		Programmed		17-20	\$4,000	\$1,000	\$0	\$5,000	5310	5,000		N/A		09/30/2019						Approved
2019	Multi-Modal	207041	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street	0.000	3000-Operating Assistance for the delivery of transit and paratransit services	Operating Assistance for the delivery of transit and paratransit services	NI		Abandoned		17-20	\$616,445	\$1,095,901	\$1,712,346	\$3,424,692	5307			N/A		09/30/2019						Approved
2019	Multi-Modal	207875	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street	0.000	SP3000-operating except JARC and New Freedom	Operating assistance	NI		Programmed		17-20	\$531,016	\$0	\$531,016	\$1,062,032	5307	1,062,032		N/A		09/30/2019					GPA over 24%	Pending
GPA Type Subtotals:																\$1,250,493	\$1,121,659	\$2,343,362	\$4,615,514												
Trunkline Bridge																															
2018	Trunkline	126928	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	I-96 WB	EB & WB over the Crocker Creek	0.000	Bridge Rehabilitation	Deep overlay, Substructure repair, Approach work	CON		Active		17-20	\$1,584,755	\$176,085	\$0	\$1,760,839	IM	1,934,953	10/03/2016	10/03/2016	N/A	09/07/2018	09/13/2018	11/02/2018	11/02/2018		Approved	
GPA Type Subtotals:																\$1,684,766	\$176,086	\$0	\$1,760,839												
Trunkline Bridge Rehabilitation, Replacement, and Reconstruction																															
2017	Trunkline	126927	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31	over the North Channel of the Muskegon River	0.000	Bridge Rehabilitation	Partial pier replacement, joint replacement	CON		Active		17-20	\$543,663	\$120,557	\$0	\$664,220	NH	933,583	10/03/2016	10/03/2016	N/A	08/25/2017	08/23/2017	10/06/2017	10/06/2017		Approved	
GPA Type Subtotals:																\$543,663	\$120,557	\$0	\$664,220												
Trunkline Highway Preservation																															
2017	Trunkline	122635	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31	C&O Railroad north to Fruitvale Road	11.297	Road Capital Preventive Maintenance	Cold milling and HMA overlay	CON		Completed		17-20	\$3,475,351	\$770,649	\$0	\$4,246,000	NH/EMRP	3,706,039	10/03/2016	10/03/2016	N/A	12/16/2016	12/07/2016	01/06/2017	01/06/2017		Approved	
2017	Trunkline	128672	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Oscoda	MDOT	Cadillac & Muskegon TSC Wide	M-120	68.208	Road Capital Preventive Maintenance	HMA Crack Treatment	CON		Completed		17-20	\$10,860	\$2,340	\$0	\$13,000	ST	\$17,184		N/A	02/03/2017	01/30/2017	03/08/2017	03/08/2017		Approved		
2017	Trunkline	129878	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	I-96	112th Avenue east to 68th Avenue	4.885	Road Capital Preventive Maintenance	Cold milling & HMA overlay	CON		Completed		17-20	\$1,800,000	\$200,000	\$0	\$2,000,000	IM	1,615,280	10/03/2016	10/03/2016	N/A	02/03/2017	02/07/2017	03/03/2017	03/03/2017		Approved	



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2018	Trunkline	131778	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Lake	MDOT	US-10	M-37 in Muskegon County	49.832	Road Capital Preventive Maintenance	HMA Crack Treatment (FPVS)			CON	Completed	17-20	\$11,480	\$2,520	\$0	\$14,000	ST	285,000			N/A	02/02/2018	02/09/2018	03/07/2018	03/07/2018			Approved						
2017	Trunkline	200359	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-37	M-46/M-37 Roundabout east to the Muskegon East County Line	0.965	Road Capital Preventive Maintenance	Cold Milling and HMA Overlay			CON	Completed	17-20	\$286,475	\$63,525	\$0	\$350,000	ST	328,963	10/03/2016	06/01/2017	N/A	06/09/2017	06/12/2017	07/07/2017	07/07/2017			Approved						
2018	Trunkline	202331	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-46	Maple Island Road east to Ravenna Road	5.905	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			PE	Completed	17-20	\$0	\$20,000	\$0	\$20,000	GF18	1,725,085	10/03/2016	10/03/2016	N/A	03/14/2018	04/23/2018	07/13/2018	07/13/2018			Approved						
2018	Trunkline	202331	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-46	Maple Island Road east to Ravenna Road	5.905	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay			CON	Active	17-20	\$0	\$1,580,000	\$0	\$1,580,000	GF18	1,725,085	10/03/2016	10/03/2016	N/A	05/31/2018	06/06/2018	07/13/2018	07/13/2018			Approved						
2018	Trunkline	202769	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-46	Ravenna Road east to M-37	6.683	Road Capital Preventive Maintenance	Milling and one-course asphalt overlay			PE	Completed	17-20	\$0	\$20,000	\$0	\$20,000	GF18	1,669,785	10/03/2016	10/03/2016	N/A	03/28/2018	04/23/2018	07/13/2018	07/13/2018			Approved						
2018	Trunkline	202769	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-46	Ravenna Road east to M-37	6.683	Road Capital Preventive Maintenance	Milling and one-course asphalt overlay			CON	Active	17-20	\$0	\$1,530,000	\$0	\$1,530,000	GF18	1,669,785	10/03/2016	10/03/2016	N/A	05/31/2018	06/06/2018	07/13/2018	07/13/2018			Approved						
GPA Type Subtotals:																Trunkline Highway Preservation										\$5,683,966	\$4,189,034	\$0	\$9,773,000								
Trunkline Highway Resurfacing, Rehabilitation, and Reconstruction																																					
2017	Trunkline	51471	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 BR	Hall Street to The White River	1.234	Road Rehabilitation	HMA Resurface; HMA Reconstruction			CON	Active	17-20	\$2,128,919	\$472,082	\$0	\$2,601,000	ST	3,140,612	10/03/2016	10/03/2016	N/A	02/03/2017	02/08/2017	03/03/2017	03/03/2017			Approved						
2017	Trunkline	118164	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Whitehall Rd east to Mid-Michigan RR	0.687	Road Rehabilitation	Rubblize			CON	Active	17-20	\$890,528	\$197,472	\$0	\$1,088,000	NH	1,626,900	10/03/2016	10/03/2016	N/A	12/22/2016	12/27/2016	02/03/2017	02/03/2017			Approved						
GPA Type Subtotals:																Trunkline Highway Resurfacing, Rehabilitation, and Reconstruction										\$3,019,447	\$669,554	\$0	\$3,689,000								
Trunkline Road																																					
2019	Trunkline	118165	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Mid-Michigan Railroad east to Getty Street	1.203	Road Rehabilitation	Rubblize			CON	Active	17-20	\$987,111	\$218,889	\$0	\$1,206,000	NH	1,820,332	10/03/2016	10/03/2016	N/A	12/21/2018	12/19/2018	02/01/2019	02/01/2019			Approved						
2019	Trunkline	122641	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31	US-31 BR north to crossover s of M-120	1.707	Minor Widening	Widen paved shoulder			CON	Programmed	17-20	\$292,500	\$32,500	\$0	\$325,000	HSIP	400,000	11/28/2018	01/15/2019	N/A	08/23/2019		10/04/2019			Approved							
2018	Trunkline	128124	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Getty Street east to Old Orchard Lane	1.353	Road Capital Preventive Maintenance	Cold Mill, Joint Repairs, HMA Overlay			CON	Active	17-20	\$1,202,377	\$266,624	\$0	\$1,469,000	NH	1,012,701	10/11/2016	10/11/2016	N/A	09/07/2018	08/30/2018	10/05/2018	10/05/2018			Approved						
GPA Type Subtotals:																Trunkline Road										\$2,481,988	\$518,013	\$0	\$3,000,000								
Trunkline Roadside Infrastructure Improvement																																					
2017	Trunkline	87473	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	Waterloo Street	At Waterloo Street	0.000	Roadside Facilities - Preserve	Mill/Resurface			CON	Completed	17-20	\$29,466	\$6,534	\$0	\$36,000	ST	16,793	02/17/2016	04/20/2016	N/A	01/06/2017	01/09/2017	02/03/2017	02/03/2017			Approved						
GPA Type Subtotals:																Trunkline Roadside Infrastructure Improvement										\$29,466	\$6,534	\$0	\$36,000								
Trunkline Traffic Operations And Safety																																					
2017	Trunkline	110686	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	At Whitehall Road	0.270	Traffic Safety	Intersection Modification			CON	Active	17-20	\$806,223	\$178,778	\$0	\$985,000	CM	1,186,439	10/03/2017	10/03/2017	N/A	12/22/2016	01/04/2017	02/03/2017	02/03/2017			Approved						



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2017	Trunkline	119771	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	US-131	M-120 (HOLTON) @ M-120 (WHITEHALL)	0.000	Traffic Safety	Signal Modernization for 15 Signals in Grand Regio			CON	Active	17-20	\$169,454	\$0	\$3,458	\$172,912	STG	2,389,466			N/A	08/22/2017	08/23/2017	10/06/2017	10/06/2017			Approved
2017	Trunkline	119986	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	Muskegon TSC	Muskegon TSC	8.594	Traffic Safety	Non-Freeway Signing Upgrade			CON	Completed	17-20	\$57,500	\$0	\$0	\$57,500	STG	136,705	10/05/2016	10/05/2016	N/A	03/15/2017	04/05/2017	05/05/2017	05/05/2017			Approved
2017	Trunkline	123326	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Mid-Michigan RR East to Getty Street	1.203	Traffic Safety	Addition of Center Left Turn Lane			PE	Completed	17-20	\$40,925	\$9,075	\$0	\$50,000	CM	822,657	10/03/2016	10/03/2016	N/A	10/03/2016	01/04/2017	02/01/2019	02/01/2019			Approved
2019	Trunkline	123326	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Mid-Michigan RR East to Getty Street	1.203	Traffic Safety	Addition of Center Left Turn Lane			CON	Active	17-20	\$931,453	\$206,547	\$0	\$1,138,000	CM	822,657	10/03/2016	10/03/2016	N/A	02/01/2019	12/20/2018	02/01/2019	02/01/2019			Approved
2017	Trunkline	123327	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Whitehall Rd east to Mid-Michigan RR	0.696	Traffic Safety	Addition of Center Left Turn Lane			CON	Active	17-20	\$246,800	\$27,400	\$0	\$274,000	HSIP	235,482	10/03/2016	10/03/2016	N/A	12/22/2016	12/27/2016	02/03/2017	02/03/2017			Approved
2019	Trunkline	123328	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-120	Mid-Michigan RR East to Getty Street	1.203	Traffic Safety	Addition of Center Left Turn Lane			CON	Active	17-20	\$900,000	\$100,000	\$0	\$1,000,000	HSIP	975,496	10/03/2016	10/03/2016	N/A	12/25/2018	12/20/2018	02/01/2019	02/01/2019			Approved
2018	Trunkline	126477	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	N US 31/S BR US-31 NB RAMP	US-31 NB RAMP to US-31 BR SB	0.283	Minor Widening	Extend US-31 NB RAMP to US-31 BR SB			PE	Active	17-20	\$102,313	\$22,688	\$0	\$125,000	CM	475,000	10/03/2016	10/03/2016	N/A	11/01/2017	06/19/2018	10/04/2019			Approved	
2019	Trunkline	126477	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	N US 31/S BR US-31 NB RAMP	US-31 NB RAMP to US-31 BR SB	0.283	Minor Widening	Extend US-31 NB RAMP to US-31 BR SB			CON	Programmed	17-20	\$286,475	\$63,525	\$0	\$350,000	CM	475,000	07/11/2018	07/11/2018	N/A	08/23/2019		10/04/2019			Approved	
2018	Trunkline	127478	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31	At Pierce Street, Winans Street and 150th Avenue	1.048	Traffic Safety	Indirect Left Turn Lanes			EPE	Abandoned	17-20	\$36,833	\$8,168	\$0	\$45,000	CM	1,065,000	05/16/2018	09/04/2018	N/A	09/06/2018		02/07/2020			Approved	
2019	Trunkline	127478	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31	At Pierce Street, Winans Street and 150th Avenue	1.048	Traffic Safety	Indirect Left Turn Lanes			PE	Programmed	17-20	\$163,700	\$36,300	\$0	\$200,000	CM	1,065,000	10/03/2016	10/03/2016	N/A	04/18/2019		02/07/2020			Approved	
2018	Trunkline	200968	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Regionwide	US-31	40.820	Traffic Safety	Upgrade freeway delineation			PE	Completed	17-20	\$1,688	\$188	\$0	\$1,876	HSIP	250,818			N/A	10/02/2017	10/30/2017	04/06/2018	04/06/2018			Approved
2018	Trunkline	200968	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Regionwide	US-31	40.820	Traffic Safety	Upgrade freeway delineation			CON	Completed	17-20	\$50,145	\$5,572	\$0	\$55,717	HSIP	250,818			N/A	02/09/2018	02/23/2018	04/06/2018	04/06/2018			Approved
2018	Trunkline	201467	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	I-296 N	Muskegon Area	1.776	Traffic Safety	Long line pavement marking application			PE	Completed	17-20	\$1,125	\$125	\$0	\$1,250	HSIP	2,453,352	10/12/2017	10/12/2017	N/A	10/02/2017	10/26/2017	03/02/2018	03/02/2018			Approved
2018	Trunkline	201467	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	I-296 N	Muskegon Area	1.776	Traffic Safety	Long line pavement marking application			CON	Completed	17-20	\$208,187	\$23,132	\$0	\$231,319	HSIP	2,453,352	10/12/2017	10/12/2017	N/A	01/05/2018	01/24/2018	03/02/2018	03/02/2018			Approved
2018	Trunkline	201471	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	I-296 N	Muskegon Area	1.170	Traffic Safety	special pavement marking application			PE	Completed	17-20	\$90	\$10	\$0	\$100	HSIP	872,932	10/12/2017	10/12/2017	N/A	10/02/2017	11/08/2017	03/02/2018	03/02/2018			Approved
2018	Trunkline	201471	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	I-296 N	Muskegon Area	1.170	Traffic Safety	special pavement marking application			CON	Completed	17-20	\$1,350	\$150	\$0	\$1,500	HSIP	872,932	10/12/2017	10/12/2017	N/A	01/05/2018	01/24/2018	03/02/2018	03/02/2018			Approved
2018	Trunkline	203378	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 at M-104 interchange	0.095	Operation Improvements	Freeway lighting upgrade			PE	Active	17-20	\$20,463	\$4,538	\$0	\$25,000	NH	250,000	05/16/2018	09/04/2018	N/A	06/14/2018	09/14/2018	08/02/2019			Approved	



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2017, 2018, 2019

Date: 04/19/2019

Page: 14 of 14

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACI/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status
2019	Trunkline	203378	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 at M-104 interchange	0.095	Operation Improvements	Freeway lighting upgrade			CON	Programmed	17-20	\$184,163	\$40,838	\$0	\$225,000	NH	250,000	05/16/2018	09/04/2018	N/A	06/07/2019		08/02/2019				Approved
2019	Trunkline	205134	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 S	US-31 SB at Airline Hwy exit ramp	0.250	Minor Widening	extend exit ramp decel length			PE	Active	17-20	\$63,843	\$14,157	\$0	\$78,000	NH	483,000			N/A	03/29/2019	03/20/2019	07/12/2019				Approved
2019	Trunkline	205134	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 S	US-31 SB at Airline Hwy exit ramp	0.250	Minor Widening	extend exit ramp decel length			CON	Programmed	17-20	\$331,493	\$73,508	\$0	\$405,000	NH	483,000			N/A	05/17/2019		07/12/2019				Approved
2019	Trunkline	205137	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	Sternberg/US-31 N Ramp	NB on ramp at US-31/Sternberg Rd interchange	0.444	Minor Widening	Widen entrance ramp for additional lane			PE	Active	17-20	\$27,011	\$5,990	\$0	\$33,000	CM	390,000			N/A	12/28/2018	03/11/2019	07/12/2019				Approved
2019	Trunkline	205137	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	Sternberg/US-31 N Ramp	NB on ramp at US-31/Sternberg Rd interchange	0.444	Minor Widening	Widen entrance ramp for additional lane			CON	Programmed	17-20	\$292,205	\$64,796	\$0	\$357,000	CM	390,000			N/A	05/17/2019		07/12/2019				Approved
2019	Trunkline	207749	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 at Van Wagener and at Sherman	1.139	Traffic Safety	Enhanced linear delineation on concrete barrier wall			CON	Active	17-20	\$42,822	\$4,758	\$0	\$47,580	HSIP	47,580			N/A	04/01/2019	04/05/2019					Approved
GPA Type Subtotals:			Trunkline Traffic Operations And Safety													\$4,966,061	\$890,243	\$3,458	\$5,859,754												
Grand Total:																\$68,683,728	\$17,794,387	\$18,812,116	\$96,190,218												

Total Jobs Reported: 182

Preferences:

Report Format: Standard

FISCAL Year(s): 2017, 2018, 2019

MPO/Non-MPO: West Michigan Metropolitan Transportation Planning Program (Muskegon)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2017 - Fiscal Year 2020

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

Job Type: Trunkline, Local, Multi-Modal

Phase Type: ALL

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

Amendment Type: ALL

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

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

APPENDIX F: PUBLIC PARTICIPATION PLAN

The Public Participation Plan in Transportation Decision Making

West Michigan Metropolitan Transportation Planning
Program (WestPlan)

Adopted: August 15, 2018

West Michigan Metropolitan Transportation Planning Program
c/o West Michigan Shoreline Regional Development Commission
316 Morris Avenue, Suite 340
Muskegon, MI 49440
Phone: (231) 722-7878

E-mail: ahaack@wmsrdc.org
www.wmsrdc.org

Prepared by the



The Public Participation Plan in Transportation Decision Making for the West Michigan Metropolitan Planning Program

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PUBLIC PARTICIPATION PLAN

Public Participation Process for Transportation Decision Making at the WestPlan

1. INTRODUCTION

in 1973, the West Michigan Shoreline Regional Development Commission (WMSRDC) organized the Muskegon Area Transportation Planning Program as the Metropolitan Transportation Planning Organization (MPO). This was a result of the U.S. Census Bureau designating the Muskegon-Muskegon Heights Urbanized Area after the 1970 decennial census. The MPO designation is for urban areas with a population greater than 50,000. In 2003 a significant change took place and the U.S. Census Bureau expanded the Muskegon Urbanized Area to include northern Ottawa County. As a result of this, WMSRDC, working with the Michigan Department of Transportation, realigned the boundary of the MPO to include the urbanized part of northern Ottawa County and organized the West Michigan Metropolitan Transportation Planning Program (WestPlan).

The current WestPlan MPO consists of the entire county of Muskegon and the City of Grand Haven, City of Ferrysburg, Village of Spring Lake, and the townships of Crockery, Grand Haven, Spring Lake, and Robinson and a small portion of

Port Sheldon Township in Ottawa County. WestPlan addresses transportation and transportation related issues in this geographical area. See map on following page. The urbanized area population of the WestPlan MPO as of the 2010 U.S. Census is 161,280. WMSRDC has and continues to staff the MPO since it was first formed in 1973.

2. REQUIREMENTS

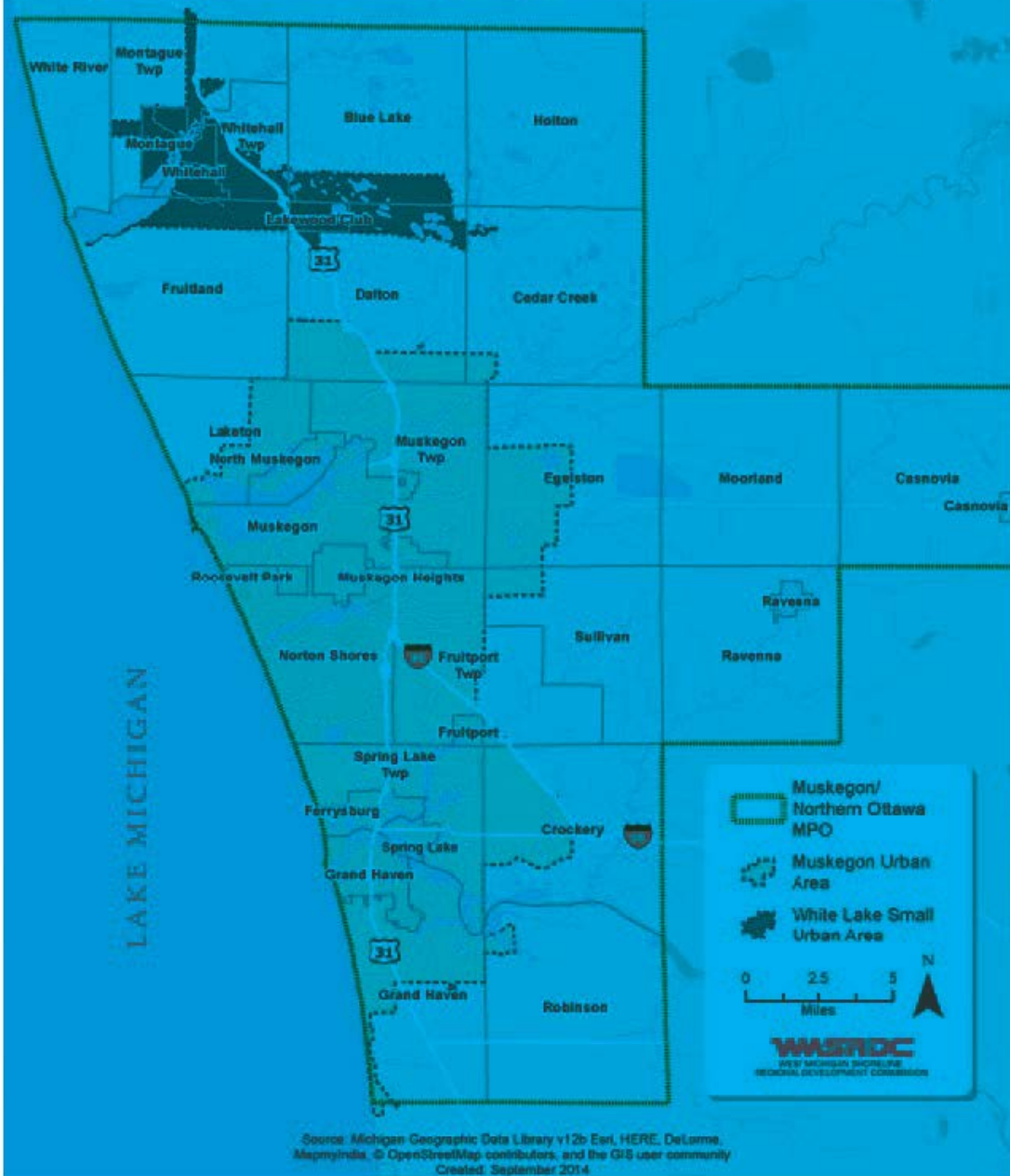
The current federal transportation act titled, Fixing America's Surface Transportation (FAST) Act, continues the emphasis placed by MAP-21 on extensive stakeholder participation. Highlights of the FAST Act requirements for public participation include:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points;
- Employing visualization techniques;
- Making information accessible in various formats and means, such as the World Wide Web;
- Holding public meetings at convenient and accessible locations and times;
- Seeking out and considering needs of traditionally underserved populations;
- Coordinating with statewide transportation planning public participation and consultation processes; and
- Periodically reviewing the effectiveness of the procedures and strategies in the Participation Plan.

The full text relating to the public participation process within the FAST Act can be found under Appendix B.



Muskegon & Northern Ottawa *Metropolitan Planning Organization Boundaries*





3. THE PUBLIC

The FAST Act requires that “The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.” WMSRDC is open to and encourages input from any individual, group, organization, agency, business, municipality, or service provider. Activities encouraging the open dialogue between these groups and WMSRDC include maintaining and updating a contact list of interested parties as well as WMSRDC receiving comments by mail, telephone, or e-mail and during committee meetings.

WMSRDC will work to encourage the participation of persons who have been traditionally underserved, as well as meeting the requirements of Executive Order 12898 related to Environmental Justice and the Americans with Disabilities Act of 1990. WMSRDC will work with the Disability Connection of West Michigan to offer assistance to

individuals with disabilities and/or language barriers to read and/or comment on this and other documents. This assistance could be done on a same day basis or within a two day time-frame depending on the specific needs and desire.

Through written communication, e-mail, newsletters, or phone, WMSRDC will endeavor to notify some or all of the groups listed below when a particular agenda item directly impacts an organization or the clientele they represent, a significant planning initiative begins, or at the request of any WMSRDC Policy Committee member.

Stakeholder organizations that represent the interests of:

- The elderly
- The disabled
- Non-motorized transportation users
- Minority populations
- Low income populations

Types of organizations located in the WMSRDC area:

- Conventional and unconventional transit providers
- Representatives of public transportation employees
- Affected public agencies
- Private providers of transportation
- Law enforcement agencies and fire departments
- Freight shippers and providers of freight transportation services
- Railroad companies
- Airport operators
- Port Advisors
- Environmental organizations
- Major employers
- Chambers of commerce
- Economic development
- Human service agencies
- Local Tribes
- Intermediate school districts

Some of these organizations are on the Technical Committee notification list. They receive meeting agendas and minutes and are encouraged to participate and provide input.

The transportation needs and opinions of those with disabilities will be sought out. The planning process will be made accessible to such persons

as per the regulation provided by the Americans with Disabilities Act of 1990. Public meetings will be held in facilities that are on transit routes and that are accessible to persons with disabilities.

4. MEETINGS

All regularly scheduled meetings of the Policy and Technical Committees are open to the public and are held at sites which comply with the Americans with Disabilities Act (ADA) regulations. Time is allotted at Technical and Policy Committee meetings for any person wishing to address committee members.

The annual schedule of regular Policy Committee and Technical Committee meetings showing dates, times, and locations are included on the WMSRDC Web site. The scheduled meetings will also be posted in the WMSRDC office and distributed to each member unit of government for posting.

Monthly meeting notifications, including agendas and location, are sent to the cities, townships, villages, road commissions, and transit agencies within the WMSRDC Metropolitan Planning Area for public posting. The WMSRDC website (www.wmsrdc.org/events/) also contains meeting

notifications, locations, and agendas. Interested citizens may have their name added to the contact list for meeting materials by contacting WM-SRDC. Policy and Technical Committee meetings comply with the Michigan Open Meetings Act, Public Act No. 267 of 1976.

Special meetings, such as Public Information Meetings and Public Hearings, will be held at convenient and accessible locations and times where it is feasible for most people to attend.

5. SIGNIFICANT PLANNING INITIATIVES

Significant planning initiatives include, but are not limited to, updating the Long Range Transportation Plan and Transportation Improvement Program, corridor studies, port studies, freight studies, non-motorized studies, and transit plan implementation activities. When describing a significant planning initiative to the public, WM-SRDC shall incorporate appropriate visualization techniques.

Significant planning initiatives are listed in this document. The charts detail the milestones for each initiative and show a timetable for the best opportunities for public input in the planning process.



UNIFIED WORK PROGRAM (UWP)

The purpose of the Unified Work Program (UWP) for the MPO outlines the transportation planning program of the West Michigan Metropolitan Transportation Planning Program (WestPlan). The UWP identifies how the available planning funds (federal and state) will be used to address the federal and state transportation planning requirements while concurrently addressing local transportation policies, programs, issues, and priorities. **The UWP is updated annually in the month of June.**

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
Adoption of the draft document	Once the draft UWP document is complete, staff will bring it to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings. The public will be notified of the public comment opportunities in the following ways: <ul style="list-style-type: none"> • Notice on website • Email to interested citizen/agency list • Press release • Notice on social media (Facebook, etc.) 	Six (6) days prior to Technical Committee meeting.	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting. The comment period length will vary depending on the amount of time between the meetings.
UWP Amendments. It is occasionally necessary to amend the UWP because of changes to the work program.	Staff will bring UWP amendments to the Policy Committee for approval. A public comment opportunity will be available at the committee meeting. The public will be notified of this public comment opportunity in the following ways: <ul style="list-style-type: none"> • Notice on website • Notice on social media (Facebook, etc.) • Email sent to interested citizen/agency list • Press Release 	Six (6) days prior to Policy Committee meeting	A minimum of six (6) days, prior to the date of the Policy Committee meeting.

LONG RANGE TRANSPORTATION PLAN (LRP)

The purpose of the Long Range Transportation Plan (LRP) is to ensure that transportation investments in the MPO area enhance the movement of people and freight efficiently, effectively, and safely. **The LRP is updated every four (4) years. The next update is due in May 2019. The next update began in the fall of 2017. The update process is an approximate two year process.**

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
Kickoff to LRP Development	<p>Once the LRP development process begins, WMSRDC staff will notify the public in the following ways:</p> <ul style="list-style-type: none"> • Notice and LRP information on website • Email to to interested citizen/agency list • Press release • Notice on social media (Facebook, etc.) 	N/A	N/A; Public involvement will be continuous throughout the LRP development process. Updates will be posted regularly on the website and given at committee meetings.
Pre-Programming	<p>WMSRDC staff will invite the public to review and comment on goals and objectives. The public will be notified of the opportunity in the following ways:</p> <ul style="list-style-type: none"> • Notice and LRP information on website • Email to to interested citizen/agency list • Press release • Notice on social media (Facebook, etc.) <p><i>The following tools and techniques may be used on an optional basis: Flyer, brochure or informational card printed and distributed, visual aids, radio PSA.</i></p>	Up to seven (7) days prior to the start of the public comment period	Fourteen (14) days

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
Draft LRP, environmental justice, and air quality results (if applicable) completed and available for public comment	<p>Once the draft LRP document, environmental justice, and air quality analysis are complete, staff will bring the document to the public for comment. An open house will also be held to discuss these items. The public will be notified of the open house and the comment period in the following ways:</p> <ul style="list-style-type: none"> • Notice on website • Email sent to interested citizen/ agency list • Press release of the public comment period and the open house • Notice on social media (Facebook, etc.) • Copies of the draft LRP distributed to jurisdictions within the MPO area. <p><i>The following tools and techniques may be used on an optional basis: Flyer, brochure, or informational card printed and distributed; Visual aids; Radio PSA At this point, staff will contact state regulatory agencies (i.e., MDNR and MDEQ) to consult with them on the draft project list and potential impacts on environmentally sensitive areas.</i></p>	Seven (7) days prior to the public meeting and before the first day of the public comment period	Fourteen (14) days
Adoption of the draft document	<p>Once the draft LRP document is complete, staff will bring it to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings. The public will be notified of this public comment opportunity in the following ways:</p> <ul style="list-style-type: none"> • Notice on website • Notice on social media (Facebook, etc.) • Respond to public comments 	Six (6) days prior to Technical Committee meeting	A minimum of seven (7) days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting. The comment period length will vary depending on the amount of time between the meetings.

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
*LRP Amendments. It is occasionally necessary to amend the LRP because of changes to projects listed within the document.	<p>Staff will bring LRP amendments to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings. The public will be notified of this public comment opportunity in the following ways:</p> <ul style="list-style-type: none"> • Notice on website • Notice on social media (Facebook, etc.) • Email sent to interested citizen/agency list • Press Release 	Six (6) days prior to Technical Committee meeting	A minimum of seven (7) days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting. The comment period length will vary depending on the amount of time between the meetings.

*Long Range Transportation Plan Amendments include:

- Add/delete regionally significant project
- Major scope/design change for regionally significant project(s)
- Move regionally significant illustrative list project into the LRP (new project)
- Change in air quality conformity model year grouping for regionally significant project



Public Participation Plan - Page 8

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is the list of road, transit, and non-motorized projects of which communities and agencies plan to implement over a four-year period within the WMSRDC MPO area. **The TIP is updated every 3-4 years. The next update is due in June 2019. The next update will begun in the fall of 2018.**

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
Kickoff to TIP Development	Before the TIP development process begins, staff will notify the public in the following ways: <ul style="list-style-type: none"> • Notice on website 	Seven (7) days prior to the first TIP	N/A; notification only
Draft project lists, environmental justice, and air quality results (if applicable) completed and available for public comment	Once draft project lists have been developed, environmental justice has been completed, and an air quality analysis has been performed, staff will bring these items to the public for comment. An open house will also be held. The public will be notified of the open house and the comment period in the following ways: <ul style="list-style-type: none"> • Notice on website • Email to interested citizen/agency mailing list • Notice on social media (Facebook, etc.) • A public notice regarding the public comment period and open house will distributed to all jurisdictions within the MPO area 	Seven (7) days prior to the public meeting and before the 1st day of the public comment period	Fourteen (14) days

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
Draft TIP, environmental justice, and air quality results (if applicable) completed and available for public comment	<p>Once the draft TIP document, environmental justice, and air quality analysis are complete, staff will bring the document to the public for comment. An open house will also be held to discuss these items. The public will be notified of the open house and the comment period in the following ways:</p> <ul style="list-style-type: none"> • Notice on website • Email sent to interested citizen/ agency list • Press release of the public comment period and the open house • Notice on social media (Facebook, etc.) • Copies of the draft LRP distributed to jurisdictions within the MPO area. <p><i>The following tools and techniques may be used on an optional basis: Flyer, brochure, or informational card printed and distributed; Visual aids; Radio PSA At this point, staff will contact state regulatory agencies (i.e., MDNR and MDEQ) to consult with them on the draft project list and potential impacts on environmentally sensitive areas.</i></p>	Seven (7) days prior to the public meeting and before the first day of the public comment period	Fourteen (14) days
Adoption of the draft document	<p>Once the draft TIP document is complete, staff will bring it to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings. The public will be notified of this public comment opportunity in the following ways:</p> <ul style="list-style-type: none"> • Notice on website • Notice on social media (Facebook, etc.) • Respond to public comments 	Six (6) days prior to Technical Committee meeting	A minimum of seven (7) days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting. The comment period length will vary depending on the amount of time between the meetings.

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
*TIP Amendments. It is occasionally necessary to amend the LRP because of changes to projects listed within the document.	<p>Staff will bring TIP amendments to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings. The public will be notified of this public comment opportunity in the following ways:</p> <ul style="list-style-type: none"> • Notice on website • Notice on social media (Facebook, etc.) • Email sent to interested citizen/ agency list • Press Release 	Six (6) days prior to Technical Committee meeting	A minimum of seven (7) days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting. The comment period length will vary depending on the amount of time between the meetings.

Transportation Improvement Program amendments and administrative modification policy can be found on the WMSRDC website at www.wmsrdc.org/publications.

PUBLIC PARTICIPATION PLAN (PPP)

The Public Participation Plan describes the ways in which WMSRDC will engage the public in the transportation planning process. **The Public Participation Plan is updated every two (2) years. The next update is due in June 2020. The next update will begin in the spring of 2020.**

Milestone	Procedure	Public Notification Date	Length of Public Comment (Minimum)
Draft Public Participation Plan developed and presented to the Policy Committee	After the draft Public Participation Plan has been developed and presented to the Policy Committee staff will bring it to the public for comment. Staff will notify the public of this opportunity in the following ways: <ul style="list-style-type: none"> • Notice on website • Direct mailing sent to interested citizen/agency list • Notice on social media (Facebook, etc.) 	At least one (1) day before the public comment period begins	45 days; the public comment period will begin after the draft document is presented to the Policy Committee and will end at least one week before the final document is approved by the Policy Committee (approximately two months after the comment period begins)
Public Participation Plan approval	After all comments have been considered and the 45 days public comment period has concluded, the document will be brought to the Policy Committee for approval. The public will have an additional opportunity to comment on the document at the Policy meeting, and will be notified of this meeting in the following ways: <ul style="list-style-type: none"> • Notice on website 	Six (6) days before the scheduled Policy Committee meeting	N/A

Various avenues will be considered when seeking public participation in these initiatives including, but not limited to, public informational meetings, surveys, mailings, and notices. In an effort to reach populations traditionally underserved (minorities, low income, senior citizens, disabled, etc.), emphasis will be made to inform such populations. Consideration of non-English language notices and public service announcements will also be made in accordance with the WMSRDC Title VI Plan. It is also understood that the MPO's public involvement process, stated above, also satisfies the need for public involvement in the programming of federal dollars for public transportation.

6. PUBLIC NOTIFICATION

WMSRDC recognizes that, in order for the public to participate in transportation decision making, it must understand the transportation system's problems, processes, and potential solutions. Information must be provided in a timely manner, be easily understandable, and be reasonably accessible.

WMSRDC will make available to the public the agency's library and map files. Copies of all WMSRDC planning documents, meeting minutes, and maps are available for review during normal business hours as well as online. Local public libraries have computers available for public use so access to the Web will not necessitate personal ownership of a computer. Meeting schedules and minutes, planning studies, the Long Range Transportation Plan and Transportation Improvement Program, newsletters, and other applicable documents will be posted on the WMSRDC website. The WMSRDC's internet address is www.wmsrdc.org.

Local public libraries also receive copies of many documents published by WMSRDC. In addition, WMSRDC staff participates in public forums and conducts presentations upon request.

7. OUTREACH STRATEGIES

WMSRDC continually looks at ways to involve the public in the transportation planning process. WMSRDC will continue to be proactive in its approach in engaging the public and will continually expand its efforts to keep the public up to date on WMSRDC activities.

There are two primary audiences of WMSRDC information: the public (as described previously) and the media. The residents of Muskegon County and the northern portion of Ottawa County, as well as others who use the transportation system within the area represent one audience. The various media outlets are the other target audience for outreach. As new media formats and

technologies demonstrate their ability to engage different segments of the audience, it is important that WMSRDC consider their use as a public involvement tool. The following outreach goals were established to better inform the public and local media:

- **Establish a dialogue with members of the local media**
 - Create and regularly update a list of local media contacts for print and electronic news.
 - Proactively share information instead of reacting to incorrect or incomplete information.
- **Raise awareness about transportation planning efforts and the agency**
 - Raise awareness of WMSRDC responsibilities and functions.
 - Highlight successful projects of WMSRDC and its members.
 - Regularly update the online tools to increase traffic.
 - Encourage attendance at public involvement meetings.
- **Create an appropriate suite of media and public communication tactics to allow for faster dissemination of information.**
 - Create and maintain agency accounts using various appropriate social media outlets (Facebook, Twitter, etc.).
 - Establish policies and procedures for social media updates.

Formats for outreach include, but not limited to:

- **Electronic Media:**
 - Website (www.wmsrdc.org)
 - Bi-monthly newsletter posted on website and mailed to agency wide newsletter

- mailing list
- Information Releases to News Media Outlets in Surrounding Area
- Print Media:**
 - Public Hearing Notices
 - Newsletters to be Distributed to Jurisdictions, Libraries, and Other Agencies/Organizations
 - Direct Mailings/Flyers to Impacted Organizations and Populations
 - Comment Forms at Public Meetings/Hearings
 - Access to Planning Documents at Local Cities, Villages, and Townships As Well As Local Libraries
- Meetings:**
 - Conduct Open Houses As Part of Kickoff of Document Development and Other Key Points in Document Development
 - Public Meetings Prior to Document Adoptions
 - Technical Committee Meetings and Policy Committee Meetings

8. MAKING PUBLIC COMMENTS

The public is encouraged to use the following methods for reviewing and commenting on significant documents being developed and published by the WMSRDC:

Where to find transportation planning documents to review:

- West Michigan Shoreline Regional Development Commission (WMSRDC) Website (www.wmsrdc.org)
- Visit the WMSRDC offices
- Public libraries in Muskegon and northern Ottawa counties
- Attend public meeting, open house, or other scheduled activity (notices to be published on WMSRDC website as well as local govern-

- ment jurisdictions)
- Attend committee meeting or hearing (Technical Committee and Policy Committee meeting schedules are available at www.wmsrdc.org/events).

To Request a Printed Copy of the Documents

- Call (231) 722-7878
- Email to ahaack@wmsrdc.org
- Internet address: www.wmsrdc.org

To Request to be Added to the Email Distribution List

- Call (231) 722-7878
- Email to ahaack@wmsrdc.org
- Write to: West Michigan Shoreline Regional Development Commission
316 Morris Avenue, Suite 340
Muskegon, MI 49440

Comments May Be Submitted By:

- Email to WMSRDC at ahaack@wmsrdc.org
- Online at WMSRDC at www.wmsrdc.org
- WMSRDC's Facebook Page
- At public meetings and hearings
- At Policy Committee meetings and hearings
- Phone at (231) 722-7878
- Mail letters to WMSRDC

9. TREATMENT OF PUBLIC COMMENTS

When public comments are received on plans, studies, or other activities, they will be summarized and forwarded to the Policy Committee prior to any formal action to adopt or approve a plan or study. A copy of all comments will be filed and made available for public review. The comments, or a summary of the comments, will be included in the document along with a discussion of how the comments were addressed prior to the adoption of the plans, major studies, and programs.

10. MEASURES OF EFFECTIVENESS

WMSRDC should review this plan and any social media product accounts periodically for their effectiveness. Some technologies can take months and even longer to be successful. WMSRDC should use several available analytical metrics to evaluate the effectiveness of each technology and report progress to the Policy Committee annually. As new technologies and formats emerge and gain traction, WMSRDC should consider using those media resources.

Such measures can include, but are not limited to; tracking website hits, social media interest, and comments received, etc.

Public Participation Tools	Evaluation Criteria	Suggested Performance Goal(s)	Method to Meet Goals
WMSRDC Website	Number of hits to website	Minimum of ten (10) hits per month with 5% increase in totals hits per year	Provide all agency documents on the WMSRDC website (www.wmsrdc.org); publish agency website information on all agency documents
Press Releases	Calls, emails, letter correspondence, etc.	Submittal of press release at key points in document development using email list of media outlets in Muskegon and northern Ottawa counties	Involvement of media in meetings of Technical Committee and Policy Committee, as well as during the development of agency documents
Social Media	Calls, emails, letter correspondence, etc; Number of "friends" and "followers"	Annual increase in "friends" and "followers" of ten (10)	Provide information announcements, access to surveys, meeting information, important action items; maintain and monitor activity daily
Public Meetings /Hearings / Open Houses	Attendance at meeting / hearing; calls, emails, letter correspondence, etc.	One (1)% of affected population in attendance	Schedule meetings at convenient times and locations; use other public participation tools to increase awareness of meeting/hearing; Outreach to affected population (neighborhood associations, community groups, etc.)

Public Participation Tools	Evaluation Criteria	Suggested Performance Goal(s)	Method to Meet Goals
Email Announcements	Calls, emails, letter correspondence, etc.; Number of emails sent	Minimum of five (5) percent of meeting attendees / survey respondents indicated that they saw the email announcement	Increase email list by advertising availability of email announcements using other public participation tools; Email address on all agency documents
Visualization Techniques (Print and Electronic Formats)	Usefulness to explanation of document development	Comment on visualization during public comment period; hits on specific page within WMSRDC website	Publish visual aid in draft document and for use during public meetings; publish visual aid on WMSRDC website

11. REVISIONS TO THE PUBLIC PARTICIPATION PLAN

The public is invited to comment on this plan prior to final adoption by the Policy Committee. A review of this Participation Plan will periodically (at a minimum every two years) be undertaken by the MPO. Major revisions will necessitate undertaking various measures as described on page 12.

Comments or questions concerning this Plan should be directed to:

West Michigan Shoreline Regional Development Commission
316 Morris Avenue, Suite 340
Muskegon, MI 49440-1140
(231) 722-7878
Email: ahaack@wmsrdc.org

Appendix A

Acronyms and Definitions

ADA: Americans with Disabilities Act

The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

EJ: Environmental Justice

Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Fixing America's Surface Transportation (FAST) Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

FHWA: Federal Highway Administration

A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FTA: Federal Transit Administration

A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems.

GIS: Geographic Information System

Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

GPA: General Program Accounts

Federal regulation 23 CFR 450.324 (f) states projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the Transportation Improvement Program (TIP). In Michigan, these groupings of projects are called General Program Accounts (GPA). A project is defined as all the job numbers and phases for proposed work that are included

in the associated environmental documents. Projects that have similar work type activities can be grouped together in a GPA based on that work type activity and included in the state's metropolitan area TIPs and/or the State Transportation Improvement Program (STIP) for non-metropolitan areas. Trunkline Project lists for each individual GPA are maintained by MDOT.

LRP: Metropolitan Transportation Plan

A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

MPA: Metropolitan Planning Area

The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out. (23CFR420)

MPO: Metropolitan Planning Organization

1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing

Public Participation

The active and meaningful involvement of the public in the development of transportation plans and programs.

TIP: Transportation Improvement Program

A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the next one- to three-year period.

UPWP: Unified Planning Work Program

The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

WestPlan: West Michigan Metropolitan Transportation Planning Program

The Metropolitan Planning Organization for the urbanized of Muskegon and northern Ottawa County.

WMSRDC: West Michigan Shoreline Regional Development Commission

WMSRDC is a federal and state designated regional planning and development agency serving 120 local governments in Lake, Mason, Muskegon, Newaygo, and Oceana Counties. WMSRDC staffs the Muskegon and northern Ottawa County MPO.

Appendix B

FAST Act Participation Plan Regulations

23 CFR Part 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- (v) Holding any public meetings at convenient and accessible locations and times;
- (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201–204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Appendix C

Comments

There were no public comments made regarding this plan.

APPENDIX G: FY2020-2023 FINANCIAL CONSTRAINT DEMONSTRATION



FISCAL CONSTRAINT DEMONSTRATION Fiscal Year 2020 - Fiscal Year 2023 West Michigan Metropolitan Transportation Planning Program (WESTPLAN)

Date: 04/19/2019

Page: 1 of 5

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2020						
Fiscal Year - 2020, Local MPO Based Constraint						
CMAQ	\$955,880	\$834,104	\$834,104	\$96,776	\$25,000	\$955,880
STP - Small MPO	\$3,374,580	\$2,527,000	\$1,939,112	\$0	\$847,580	\$2,786,692
STP - Small Urban	\$1,614,000	\$960,859	\$960,859	\$0	\$653,141	\$1,614,000
FY 2020, Local MPO Based Constraint Total	\$5,944,460	\$4,321,963	\$3,734,075	\$96,776	\$1,525,721	\$5,356,572
Fiscal Year - 2020, Local RTF Based Constraint						
STP - Rural/Flexible	\$596,000	\$596,000	\$596,000	\$0	\$0	\$596,000
FY 2020, Local RTF Based Constraint Total	\$596,000	\$596,000	\$596,000	\$0	\$0	\$596,000
Fiscal Year - 2020, Local Projects from Statewide Sources						
Safety	\$221,000	\$198,900	\$198,900	\$0	\$22,100	\$221,000
STP - Flexible (Bridge)	\$931,000	\$744,800	\$744,800	\$139,650	\$46,550	\$931,000
Other	\$336,545	\$0	\$0	\$336,545	\$0	\$336,545
FY 2020, Local Projects from Statewide Sources Total	\$1,488,545	\$943,700	\$943,700	\$476,195	\$68,650	\$1,488,545
Fiscal Year - 2020, MDOT Project Templates						
Bridge Preservation	\$1,383,552	\$1,132,437	\$1,132,437	\$251,115	\$0	\$1,383,552
Road - Capital Preventive Maintenance	\$3,319,001	\$2,717,673	\$2,717,673	\$601,328	\$0	\$3,319,001
Traffic & Safety	\$1,074,912	\$1,045,915	\$1,045,915	\$28,997	\$0	\$1,074,912
FY 2020, MDOT Project Templates Total	\$5,777,465	\$4,896,025	\$4,896,025	\$881,440	\$0	\$5,777,465
Fiscal Year - 2020, Transit Project Categories						



FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
West Michigan Metropolitan Transportation Planning Program (WESTPLAN)

Date: 04/19/2019

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2020						
Fiscal Year - 2020, Transit Project Categories						
5307	\$4,348,692	\$2,237,346	\$2,237,346	\$1,137,901	\$973,445	\$4,348,692
5310	\$1,292,510	\$992,098	\$992,098	\$230,562	\$69,850	\$1,292,510
5311	\$129,170	\$64,585	\$64,585	\$64,585	\$0	\$129,170
5339	\$758,515	\$606,812	\$606,812	\$151,703	\$0	\$758,515
FY 2020, Transit Project Categories Total	\$6,528,887	\$3,900,841	\$3,900,841	\$1,584,751	\$1,043,295	\$6,528,887
Fiscal Year - 2020 Grand Total	\$20,335,357	\$14,658,529	\$14,070,641	\$3,039,162	\$2,637,666	\$19,747,469
Fiscal Year - 2021						
Fiscal Year - 2021, Local MPO Based Constraint						
CMAQ	\$1,175,000	\$940,000	\$940,000	\$210,000	\$25,000	\$1,175,000
STP - Small MPO	\$4,467,415	\$2,578,000	\$2,578,000	\$0	\$1,889,415	\$4,467,415
FY 2021, Local MPO Based Constraint Total	\$5,642,415	\$3,518,000	\$3,518,000	\$210,000	\$1,914,415	\$5,642,415
Fiscal Year - 2021, Local RTF Based Constraint						
STP - Rural/Flexible	\$2,590,393	\$1,126,000	\$1,126,000	\$0	\$1,464,393	\$2,590,393
TEDF Category D	\$152,607	\$0	\$0	\$152,607	\$0	\$152,607
FY 2021, Local RTF Based Constraint Total	\$2,743,000	\$1,126,000	\$1,126,000	\$152,607	\$1,464,393	\$2,743,000
Fiscal Year - 2021, Local Projects from Statewide Sources						
STP - Flexible (Bridge)	\$172,000	\$137,600	\$137,600	\$25,800	\$8,600	\$172,000
FY 2021, Local Projects from Statewide Sources Total	\$172,000	\$137,600	\$137,600	\$25,800	\$8,600	\$172,000



FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
West Michigan Metropolitan Transportation Planning Program (WESTPLAN)

Date: 04/19/2019

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2021						
Fiscal Year - 2021, MDOT Project Templates						
Bridge Preservation	\$4,592,436	\$3,758,907	\$3,758,907	\$833,529	\$0	\$4,592,436
Traffic & Safety	\$291,984	\$262,786	\$262,786	\$29,198	\$0	\$291,984
Other	\$14,508,461	\$11,875,176	\$11,875,176	\$2,633,285	\$0	\$14,508,461
FY 2021, MDOT Project Templates Total	\$19,392,881	\$15,896,869	\$15,896,869	\$3,496,012	\$0	\$19,392,881
Fiscal Year - 2021, Transit Project Categories						
5307	\$4,465,186	\$2,271,593	\$2,271,593	\$1,143,820	\$1,049,773	\$4,465,186
5310	\$719,700	\$533,850	\$533,850	\$116,000	\$69,850	\$719,700
5311	\$129,170	\$64,585	\$64,585	\$64,585	\$0	\$129,170
5339	\$81,250	\$65,000	\$65,000	\$16,250	\$0	\$81,250
FY 2021, Transit Project Categories Total	\$5,395,306	\$2,935,028	\$2,935,028	\$1,340,655	\$1,119,623	\$5,395,306
Fiscal Year - 2021 Grand Total	\$33,345,602	\$23,613,497	\$23,613,497	\$5,225,074	\$4,507,031	\$33,345,602
Fiscal Year - 2022						
Fiscal Year - 2022, Local MPO Based Constraint						
CMAQ	\$1,175,000	\$940,000	\$940,000	\$210,000	\$25,000	\$1,175,000
STP - Small MPO	\$4,786,876	\$2,630,000	\$2,630,000	\$0	\$2,156,876	\$4,786,876
FY 2022, Local MPO Based Constraint Total	\$5,961,876	\$3,570,000	\$3,570,000	\$210,000	\$2,181,876	\$5,961,876
Fiscal Year - 2022, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,067,572	\$780,000	\$780,000	\$0	\$287,572	\$1,067,572



FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
West Michigan Metropolitan Transportation Planning Program (WESTPLAN)

Date: 04/19/2019

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2022						
Fiscal Year - 2022, Local RTF Based Constraint						
TEDF Category D	\$79,428	\$0	\$0	\$79,428	\$0	\$79,428
FY 2022, Local RTF Based Constraint Total	\$1,147,000	\$780,000	\$780,000	\$79,428	\$287,572	\$1,147,000
Fiscal Year - 2022, MDOT Project Templates						
Bridge Preservation	\$4,815,648	\$4,199,600	\$4,199,600	\$616,048	\$0	\$4,815,648
Traffic & Safety	\$591,220	\$556,543	\$556,543	\$34,677	\$0	\$591,220
Other	\$2,098,243	\$1,717,411	\$1,717,411	\$380,832	\$0	\$2,098,243
FY 2022, MDOT Project Templates Total	\$7,505,111	\$6,473,554	\$6,473,554	\$1,031,557	\$0	\$7,505,111
Fiscal Year - 2022, Transit Project Categories						
5307	\$4,505,050	\$2,306,525	\$2,306,525	\$1,150,576	\$1,047,949	\$4,505,050
5310	\$818,399	\$612,809	\$612,809	\$135,740	\$69,850	\$818,399
5311	\$129,170	\$64,585	\$64,585	\$64,585	\$0	\$129,170
5339	\$1,023,197	\$818,557	\$818,557	\$204,640	\$0	\$1,023,197
FY 2022, Transit Project Categories Total	\$6,475,816	\$3,802,476	\$3,802,476	\$1,555,541	\$1,117,799	\$6,475,816
Fiscal Year - 2022 Grand Total	\$21,089,803	\$14,626,030	\$14,626,030	\$2,876,526	\$3,587,247	\$21,089,803
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraint						
CMAQ	\$1,174,875	\$939,900	\$939,900	\$209,975	\$25,000	\$1,174,875
STP - Small MPO	\$5,503,000	\$2,683,000	\$2,683,000	\$0	\$2,820,000	\$5,503,000



FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023
West Michigan Metropolitan Transportation Planning Program (WESTPLAN)

Date: 04/19/2019

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
FY 2023, Local MPO Based Constraint Total	\$6,677,875	\$3,622,900	\$3,622,900	\$209,975	\$2,845,000	\$6,677,875
Fiscal Year - 2023, Local RTF Based Constraint						
STP - Rural/Flexible	\$772,969	\$495,356	\$495,356	\$0	\$277,613	\$772,969
TEDF Category D	\$79,428	\$0	\$0	\$79,428	\$0	\$79,428
FY 2023, Local RTF Based Constraint Total	\$852,397	\$495,356	\$495,356	\$79,428	\$277,613	\$852,397
Fiscal Year - 2023, MDOT Project Templates						
Bridge Preservation	\$602,131	\$492,844	\$492,844	\$109,287	\$0	\$602,131
Bridge Replacement	\$5,599,449	\$4,583,149	\$4,583,149	\$1,016,300	\$0	\$5,599,449
Traffic & Safety	\$432,206	\$388,986	\$388,986	\$43,220	\$0	\$432,206
FY 2023, MDOT Project Templates Total	\$6,633,786	\$5,464,979	\$5,464,979	\$1,168,807	\$0	\$6,633,786
Fiscal Year - 2023, Transit Project Categories						
5307	\$4,576,312	\$2,342,156	\$2,342,156	\$1,173,380	\$1,060,776	\$4,576,312
5310	\$1,266,198	\$971,048	\$971,048	\$225,300	\$69,850	\$1,266,198
5311	\$129,170	\$64,585	\$64,585	\$64,585	\$0	\$129,170
5339	\$351,528	\$281,222	\$281,222	\$70,306	\$0	\$351,528
FY 2023, Transit Project Categories Total	\$6,323,208	\$3,659,011	\$3,659,011	\$1,533,571	\$1,130,626	\$6,323,208
Fiscal Year - 2023 Grand Total	\$20,487,266	\$13,242,246	\$13,242,246	\$2,991,781	\$4,253,239	\$20,487,266

APPENDIX H: FY2019 TRANSIT ASSET MANAGEMENT PLANS
MUSKEGON AREA TRANSIT (MATS)

HARBOR TRANSIT MULTIMODAL TRANSPORTATION SYSTEM (HT)

MUSKEGON AREA TRANSIT SYSTEM
TRANSIT ASSET MANAGEMENT (TAM) PLAN
SEPTEMBER 2018

Prepared by and for
Muskegon Area Transit System
2624 Sixth Street
Muskegon Heights, MI 49444

Introduction

The Muskegon Area Transit System (MATS) recognizes that having vehicles, facilities, and equipment that are in a state of good repair is an essential part of providing good community service. It is the responsibility of the County Administrator, as the Accountable Executive for MATS, through the efforts of the Transit Systems Manager, to balance transit asset management, safety, day-to-day operations, and expansion needs of the system. Efforts are made to identify and align capital resources in advance of the need for new capital equipment in order to keep the system modern. Efforts are also made to maintain equipment in a way that promotes safety and customer experience. The challenge presented every day is to maintain quality assets in an environment of sometimes harsh driving conditions and perennially limited resources.

The measurement of “State of Good Repair” can be very complex and require vast amounts of data collection, asset monitoring, and analysis. Because of the potential to consume vast resources in determining State of Good Repair, many transit systems will use a proxy measurement in the absence of more detailed data. The Federal Transit Administration has identified a set of proxy measures that can be used, and that MATS will follow in its processes. The proxy measures, as depicted on the FTA website are:

Asset Category	FTA established Performance Measure
Rolling Stock	% of revenue vehicles exceeding ULB
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the TERM scale
Infrastructure	% of track segments under performance restriction

In using these proxy measures, the ULB is the Useful Life Benchmark of a particular type of vehicle, expressed in the number of years a vehicle will operate in service before its age may present good repair issues. The TERM scale is a facility rating mechanism that evaluates FTA-funded assets on a 1-5 scale. On the TERM scale, facilities having a score of 1 or 2 may present good repair issues. MATS is using these FTA established performance measures as proxy measures for a State of Good Repair of MATS assets.

To further quantify and manage the condition of transit assets nationwide and to support and prioritize federal investment in transit capital assets, the Federal Transit Administration promulgated new rules regarding asset management in 2016. Found at 49 CFR Part 625 and 630, these new rules require, in part, that transit agencies create and maintain Transit Asset

Management (TAM) Plans and report annually on data related to their capital assets. The Executive Summary language that accompanied the establishment of this federal requirement, as published in the Federal Register Final Rule Notice dated July 26, 2016 (Docket No. FTA-2014-0020), says in part...

This final rule establishes a National Transit Asset Management (TAM) System in accordance with section 20019 of the Moving Ahead for Progress in the 21st Century Act (MAP-21; Pub. L. 112-141 (2012), codified at 49 U.S.C. 5326).¹ A transit asset management system is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” 49 U.S.C. 5326(a)(3).

Critical to the safety and performance of a public transportation system is the condition of its capital assets—most notably, its equipment, rolling stock, infrastructure, and facilities. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.

The Federal Register notice of the TAM Rule further explains the rationale for the transit agency requirement by stating...

Each transit provider that receives Chapter 53 funds as a recipient or subrecipient and either owns, operates, or manages capital assets used in the provision of public transportation, is required to develop and implement a TAM plan. A TAM plan is a tool that will aid transit providers in: (1) Assessing the current condition of its capital assets; (2) determining what the condition and performance of its assets should be (if they are not already in a state of good repair); (3) identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

This Transit Asset Management plan is intended to document efforts of the Muskegon Area Transit System to fulfill the above requirement of our federal funding partners and to continue a long-held commitment to maintaining quality capital assets. MATS is hopeful that this document and the processes developed over time to support it will serve to further ensure quality services for public transit customers, to reduce equipment and facility maintenance costs, and to provide measurable support to accompany future requests for capital assets or operating assets used to support capital preservation.

Core TAM Elements Covered in TAM Plan Template – Attachment A

Attachment A of this document is an important part of this plan and is generated from a TAM Plan Template tool provided by the Federal Transit Administration. This tool is intended to assist small transit systems, such as

MATS, in capturing each of the required elements of the TAM plan document process. In addition to setting State of Good Repair Goals for MATS, the information in Attachment A provides an inventory of capital assets, a condition assessment of inventoried assets (based on Useful Life Benchmarking), a decision support tool listing, and a means to prioritize investments. Each of these Template elements, and other TAM plan requirements are discussed here.

Additional TAM Plan Discussion and Elements

The following TAM Plan components are not expressly identified in Attachment A, or require additional discussion.

Asset Condition – An element of TAM planning is the assessment of the condition of assets. The list of assets in Attachment A is continually assessed in the course of daily operations of the transit system. At the time of this writing, each of the vehicle assets listed is considered to be in an acceptable condition and able to function at a full level of performance for its intended purpose. The Useful Life Benchmark for an asset serves as a proxy for the condition of the asset, absent other assessment data. There are two facilities listed in the asset listing. The condition of the Herman Ivory Terminal has been assessed and found to score a “5” on the FTA’s TERM Rating Scale. The condition of the Louis A. McMurray Center has been estimated as a “4” for purposes of preparing Attachment A and will be further assessed next year, as part of a rotating cycle of facility assessments.

Investment Prioritization – An element of TAM planning is the use of decision support tools to estimate capital needs and to prioritize capital investments. As indicated in Attachment A, MATS is using its Manager Plus fleet maintenance software and the TAM Plan Template tool to assist in this regard. The Transit Systems Manager also maintains a spreadsheet (Attachment B) that assists in planning the flow of capital dollars. It is this spreadsheet that, at this time, provides the required investment prioritization for capital assets.

ATTACHMENT A
TAM PLAN TEMPLATE

Muskegon Area Transit System Transit Asset Management Plan
Mark Eisenbarth, County Administrator, Accountable Executive

Last modified by James A. Koens on 10 Sep 18 at 15:58

Introduction

The Muskegon Area Transit System is a department of the County of Muskegon, MI, and operates public transit services throughout Muskegon County, MI. Services are directly operated and include fixed route and demand response services.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	20%	20%	20%	20%	20%
	CU - Cutaway Bus	1%	1%	1%	1%	1%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	1%	1%	100%	50%	20%
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	30%	30%	34%	34%	34%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	1%	1%	1%	1%	1%
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	1%	1%	1%	1%	1%
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

Target Setting Methodology

The performance targets established here are calculated using the base Useful Life Benchmarks provided by the Federal Transit Administration for various classes of assets (Bus-14yrs, Cutaway-10yrs, Minivan and Autos-8yrs). These ULB's were compared to the existing MATS fleet as of August 1, 2018, as age progressed, to establish benchmarks for each year. Some vehicle disposals and new acquisitions are assumed in these goals to maintain a reasonable target.

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	36	7.8	193,585	\$285,416.67
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	19	9.8	277,054	\$480,263.16
CU - Cutaway Bus	10	5.9	146,161	\$90,500.00
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	7	5.0	34,777	\$35,000.00
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	7	5.1	26,893	\$31,428.57
Non Revenue/Service Automobile	7	5.1	26,893	\$31,428.57
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Facilities	2	10.0	N/A	\$5,000,000.00
Administration	1	17.0	N/A	\$7,500,000.00
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	1	3.0	N/A	\$2,500,000.00
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	36	7.8	193,585	N/A	\$285,416.67	8%
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	0	-	-	N/A	-	-
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	19	9.8	277,054	N/A	\$480,263.16	16%
CU - Cutaway Bus	10	5.9	146,161	N/A	\$90,500.00	0%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	0	-	-	N/A	-	-
MV - Mini-van	7	5.0	34,777	N/A	\$35,000.00	0%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	0	-	-	N/A	-	-
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	7	5.1	26,893	N/A	\$31,428.57	29%
Non Revenue/Service Automobile	7	5.1	26,893	N/A	\$31,428.57	29%
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Facilities	2	10.0	N/A	4.5	\$5,000,000.00	N/A
Administration	1	17.0	N/A	4.0	\$7,500,000.00	N/A
Maintenance	0	-	N/A	-	-	N/A
Parking Structures	0	-	N/A	-	-	N/A
Passenger Facilities	1	3.0	N/A	5.0	\$2,500,000.00	N/A
Custom 1	0	-	N/A	-	-	N/A
Custom 2	0	-	N/A	-	-	N/A
Custom 3	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

Transit Systems Manager discusses needs with Operations Managers, maintenance personnel, and the County's Facilities

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Manager Plus	A software system used to schedule and document fleet and facility maintenance activities
FTA TAM Plan Template for Small Providers	A spreadsheet tool to summarize asset listings and project asset lifespan into the future

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

[Appendix A](#)

[Appendix B1](#)

[Appendix B2](#)

[Appendix B3](#)

[Appendix C](#)

[Appendix D](#)

Asset Register

Revenue Vehicle (Rolling Stock) Condition Data

Equipment Condition Data

Facilities Condition Data

Proposed Investment Project List

Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	0302	CHEVROLET	SILVERADO	1	1GCHK24U73E283218	MATS	2003	93,225	\$35,000.00
Equipment	Non Revenue/Service Automobile	0601	CHEVROLET	SILVERADO	1	3GCEK14X2G223478	MATS	2006	51,124	\$30,000.00
Equipment	Non Revenue/Service Automobile	1301	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBGKDR651054	MATS	2013	37,263	\$35,000.00
Equipment	Non Revenue/Service Automobile	1701	DODGE	GRAND CARAVAN	1	2C4RDGBGXRB02863	MATS	2017	1,740	\$25,000.00
Equipment	Non Revenue/Service Automobile	1702	DODGE	GRAND CARAVAN	1	2C4RDGBG1H932864	MATS	2017	1,818	\$25,000.00
Equipment	Non Revenue/Service Automobile	1703	FORD	F250	1	1F1BF2B61HEE08784	MATS	2017	1,275	\$35,000.00
Equipment	Non Revenue/Service Automobile	1704	FORD	F250	1	1F1BF2B63HEE08785	MATS	2017	1,806	\$35,000.00
Facilities	Administration	Louis A. McMurray Center			1		MATS	2001		\$7,500,000.00
Facilities	Passenger Facilities	Herman Ivory Terminal			1		MATS	2015		\$2,500,000.00
Revenue Vehicles	BU - Bus	0701	GILLIG	LOWFLOOR	1	115GGB291461076851	MATS	2006	418,091	\$500,000.00
Revenue Vehicles	BU - Bus	0702	GILLIG	LOWFLOOR	1	115GGB291681076852	MATS	2006	437,653	\$500,000.00
Revenue Vehicles	BU - Bus	0703	GILLIG	LOWFLOOR	1	115GGB291861076853	MATS	2006	412,417	\$500,000.00
Revenue Vehicles	BU - Bus	0704	GILLIG	LOWFLOOR	1	115GGB291851076854	MATS	2006	444,461	\$500,000.00
Revenue Vehicles	BU - Bus	0901	GILLIG	LOWFLOOR	1	115GGB271991078554	MATS	2009	344,011	\$500,000.00
Revenue Vehicles	BU - Bus	0902	GILLIG	LOWFLOOR	1	115GGB271091078555	MATS	2009	351,387	\$500,000.00
Revenue Vehicles	BU - Bus	0903	GILLIG	LOWFLOOR	1	115GGB271291078556	MATS	2009	379,958	\$500,000.00
Revenue Vehicles	BU - Bus	0904	GILLIG	LOWFLOOR	1	115GGB271491078557	MATS	2009	401,541	\$500,000.00
Revenue Vehicles	BU - Bus	0905	GILLIG	LOWFLOOR	1	115GGB271691078558	MATS	2009	347,243	\$500,000.00
Revenue Vehicles	BU - Bus	1105	GILLIG	LOWFLOOR	1	115GGB271681180528	MATS	2011	264,515	\$500,000.00
Revenue Vehicles	BU - Bus	1106	GILLIG	LOWFLOOR	1	115GGB271861180529	MATS	2011	285,501	\$500,000.00
Revenue Vehicles	BU - Bus	1107	GILLIG	LOWFLOOR	1	115GGB271481180530	MATS	2011	256,307	\$500,000.00
Revenue Vehicles	BU - Bus	1201	GILLIG	LOWFLOOR	1	115GGB2713C1180567	MATS	2012	235,136	\$500,000.00
Revenue Vehicles	BU - Bus	1401	GILLIG	LOWFLOOR	1	115GGB2715E1182405	MATS	2014	137,619	\$500,000.00
Revenue Vehicles	BU - Bus	1402	GILLIG	LOWFLOOR	1	115GGB2717E1182406	MATS	2014	133,356	\$500,000.00
Revenue Vehicles	BU - Bus	1403	GILLIG	LOWFLOOR	1	115GGB2719E1182407	MATS	2014	136,779	\$500,000.00
Revenue Vehicles	BU - Bus	9904 - 14	CHANCE	AH-28	1	11C9S2CS2XW535088	MATS	2000	82,972	\$375,000.00
Revenue Vehicles	BU - Bus	9905 - 15	CHANCE	AH-28	1	11C9S2CS2XW535089	MATS	2000	107,102	\$375,000.00
Revenue Vehicles	BU - Bus	9906 - 16	CHANCE	AH-28	1	11C9S2CS2XW535090	MATS	2000	108,874	\$375,000.00
Revenue Vehicles	CJ - Cutaway Bus	1102	GOSHEN COACH	GCI	1	11FDF4F53AD458925	MATS	2010	227,199	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1101	GOSHEN COACH	GCI	1	11FDF4F55BD449181	MATS	2011	240,001	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1102	GOSHEN COACH	GCI	1	11FDF4F54BD458884	MATS	2011	252,541	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1103	GOSHEN COACH	GCI	1	11FDF4F56BD458885	MATS	2011	229,703	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1104	GOSHEN COACH	GCI	1	11FDF4F58BD458217	MATS	2011	213,746	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1310	GOSHEN COACH	GCI	1	11FDF4F54DD450941	MATS	2013	55,781	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1311	GOSHEN COACH	GCI	1	11FDF4F56DD450942	MATS	2013	55,478	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1312	GOSHEN COACH	GCI	1	11FDF4F58DD450943	MATS	2013	57,031	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1313	GOSHEN COACH	GCI	1	11FDF4F58DD450944	MATS	2013	50,209	\$90,000.00
Revenue Vehicles	CJ - Cutaway Bus	1501	ELDORADO NATIONAL	AEROTECH	1	11FDF4F52FD402907	MATS	2015	69,916	\$95,000.00
Revenue Vehicles	MV - Mini-van	1303	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG3DR651056	MATS	2013	38,165	\$35,000.00
Revenue Vehicles	MV - Mini-van	1304	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBGKDR780704	MATS	2013	37,992	\$35,000.00
Revenue Vehicles	MV - Mini-van	1305	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG1DR780705	MATS	2013	36,043	\$35,000.00
Revenue Vehicles	MV - Mini-van	1306	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG3DR780706	MATS	2013	29,322	\$35,000.00
Revenue Vehicles	MV - Mini-van	1307	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG5DR780707	MATS	2013	27,738	\$35,000.00
Revenue Vehicles	MV - Mini-van	1308	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG8DR780703	MATS	2013	38,303	\$35,000.00
Revenue Vehicles	MV - Mini-van	1309	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG7DR780708	MATS	2013	35,877	\$35,000.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	0701	1	15GGB291461076851	12	418,091	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0702	1	15GGB291661076852	12	437,653	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0703	1	15GGB291861076853	12	412,417	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0704	1	15GGB291X61076854	12	444,461	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0901	1	15GGB271991078554	9	344,011	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0902	1	15GGB271091078555	9	351,387	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0903	1	15GGB271291078556	9	379,058	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0904	1	15GGB271491078557	9	401,541	\$500,000.00	14	No
RevenueVehicles	BU - Bus	0905	1	15GGB271691078558	9	347,243	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1105	1	15GGB271681180528	7	264,515	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1106	1	15GGB271881180529	7	265,501	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1107	1	15GGB271481180530	7	256,307	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1201	1	15GGB2713C1180567	6	235,136	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1401	1	15GGB2715E1182405	4	137,619	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1402	1	15GGB2717E1182406	4	133,356	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1403	1	15GGB2719E1182407	4	136,779	\$500,000.00	14	No
RevenueVehicles	BU - Bus	9904 - T4	1	1C9S2CCS2XW535088	18	82,972	\$375,000.00	14	Yes
RevenueVehicles	BU - Bus	9905 - T5	1	1C9S2CCS2XW535089	18	107,102	\$375,000.00	14	Yes
RevenueVehicles	BU - Bus	9906 - T6	1	1C9S2CCS2XW535090	18	108,874	\$375,000.00	14	Yes
RevenueVehicles	CU - Cutaway Bus	1002	1	1FDFF4F53ADA68925	8	227,199	\$90,000.00	10	No

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	1101	1	1FDFE4FS58DA9181	7	240,001	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1102	1	1FDFE4FS48DA86884	7	252,541	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1103	1	1FDFE4FS68DA86885	7	229,703	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1104	1	1FDFE4FL98DA95217	7	223,746	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1310	1	1FDFE4FS4DDA50941	5	55,781	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1311	1	1FDFE4FS6DDA50942	5	55,478	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1312	1	1FDFE4FS8DDA50943	5	57,031	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1313	1	1FDFE4FSXDDA50944	5	50,209	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1501	1	1FDFE4FS2FDA02907	3	69,916	\$95,000.00	10	No
RevenueVehicles	MV - Mini-van	1303	1	2C7WDGBG3DR65105	5	38,165	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1304	1	2C7WDGBGXDR78070	5	37,992	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1305	1	2C7WDGBG1DR78070	5	36,043	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1306	1	2C7WDGBG3DR78070	5	29,322	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1307	1	2C7WDGBG5DR78070	5	27,738	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1308	1	2C7WDGBG8DR78070	5	38,303	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1309	1	2C7WDGBG7DR78070	5	35,877	\$35,000.00	8	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	0302	1	1GCHK24U73E2832	15	93,225	\$35,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	0601	1	3GCEK14X26G2234	12	51,124	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	1301	1	2C7WDG8GXR651	5	37,263	\$35,000.00	8	No
Equipment	Non Revenue/Service Automobile	1701	1	2C4RDG8GXHR802	1	1,740	\$25,000.00	8	No
Equipment	Non Revenue/Service Automobile	1702	1	2C4RDG8G1HR8028	1	1,818	\$25,000.00	8	No
Equipment	Non Revenue/Service Automobile	1703	1	1PT8P2861HEE0878	1	1,275	\$35,000.00	8	No
Equipment	Non Revenue/Service Automobile	1704	1	1PT8P2863HEE0878	1	1,806	\$35,000.00	8	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Louis A. McMurray Center	1		17	4	\$7,500,000.00
Facilities	Passenger Facilities	Herman Ivory Terminal	1		3	5	\$2,500,000.00

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2019	Small Bus Procurement (6)	RevenueVehicles	\$480,000.00	Medium
2020	Heavy Duty Bus Procurement (3)	RevenueVehicles	\$1,462,500.00	Medium

Appendix D: Fleet Replacement Module Output

Total in Current Year \$		\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	
Total in Year of Expenditure \$		\$0.00	\$0.00		\$0.00		\$0.00		\$0.00	
		2019	2020		2021		2022		2023	
Fleet Type (Year/Make/Model)	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$	Number	Cost in 2018 \$
2000 CHANCE AH-28										
2006 GILLIG LOWFLOOR										
2009 GILLIG LOWFLOOR										
2011 GILLIG LOWFLOOR										
2012 GILLIG LOWFLOOR										
2014 GILLIG LOWFLOOR										
2010 GOSHEN COACH GCII										
2011 GOSHEN COACH GCII										
2013 ELDORADO NATIONAL AMERIVAN										
2013 GOSHEN COACH GCII										
2015 ELDORADO NATIONAL AEROTECH										

ATTACHMENT B
INVESTMENT PRIORITIZATION

Muskegon Area Transit System Capital Investment Prioritization
August 15, 2018

Local ID	VIN	Miles	Capital Replacement Notes 1/1/2018	Plan/Prioritization of Capital Investment Four Year Planning Horizon	Additional Notes
9904 - T4	1C9S2CC32XW535088	82.912	eligible at 10 yrs or 350000	Request authorization to sell in FY2019 - no replacement presently planned	
9905 - T5	1C9S2CC32XW535089	107.102	eligible at 10 yrs or 350000	Request authorization to sell in FY2019 - no replacement presently planned	
9909 - T8	1C9S2CC32XW535093	108.874	eligible at 10 yrs or 350000	Request authorization to sell in FY2019 - no replacement presently planned	
0761	15GGB291451076551	418.091	eligible at 12 yrs or 500000	Replacement funded with FY2017 CMAQ - vehicle anticipated in FY2020	Will consider for Contingency Fleet
0762	15GGB291651076552	437.653	eligible at 12 yrs or 500000	Replacement funded with FY2016 CMAQ - vehicle anticipated in FY2020	Will consider for Contingency Fleet
0763	15GGB291851076553	417.417	eligible at 12 yrs or 500000	Replacement programmed for FY2019 CMAQ - vehicle anticipated in FY2020	Will consider for Contingency Fleet
0764	15GGB291651076554	444.461	eligible at 12 yrs or 500000	Funding to be requested from FY2021 CMAQ	Will consider for Contingency Fleet
0901	15GGB271991076554	344.011	eligible at 12 yrs or 500000	Funding to be sought from CMAQ / 5339 funding in 2021-23	Potential to deploy smaller vehicle pending study
0902	15GGB271091076555	351.207	eligible at 12 yrs or 500000	Funding to be sought from CMAQ / 5339 funding in 2021-23	Potential to deploy smaller vehicle pending study
0903	15GGB271291076556	379.658	eligible at 12 yrs or 500000	Funding to be sought from CMAQ / 5339 funding in 2021-23	Potential to deploy smaller vehicle pending study
0904	15GGB271491076557	401.541	eligible at 12 yrs or 500000	Funding to be sought from CMAQ / 5339 funding in 2021-23	Potential to deploy smaller vehicle pending study
0905	15GGB271691076558	347.243	eligible at 12 yrs or 500000	Funding to be sought from CMAQ / 5339 funding in 2021-23	Potential to deploy smaller vehicle pending study
1105	15GGB271691180528	264.215	eligible at 12 yrs or 500000		
1106	15GGB271891180529	265.501	eligible at 12 yrs or 500000		
1107	15GGB271481180530	256.307	eligible at 12 yrs or 500000		
1201	15GGB2713C1180587	235.136	eligible at 12 yrs or 500000		
1401	15GGB2715E1182405	137.619	eligible at 12 yrs or 500000		
1402	15GGB2717E1182406	133.356	eligible at 12 yrs or 500000		
1403	15GGB2719E1182407	136.719	eligible at 12 yrs or 500000		
1002	1FDFE4F53ADA08525	227.189	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2015 CMAQ - order anticipated in FY2019	
1101	1FDFE4F58BDA09181	240.091	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2015 CMAQ - order anticipated in FY2019	
1102	1FDFE4F54BDA06684	252.541	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2015 CMAQ - order anticipated in FY2019	
1103	1FDFE4F56BDA08855	229.703	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2017 5310 - order anticipated in FY2019	
1104	1FDFE4F58BDA05217	223.746	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2017 5310 - order anticipated in FY2019	
1303	2C7WDG0B03DR651056	38.165	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1304	2C7WDG0B03DR789708	37.992	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1305	2C7WDG0B03DR760705	36.043	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1306	2C7WDG0B03DR760706	29.322	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1307	2C7WDG0B03DR760707	27.728	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1308	2C7WDG0B03DR760708	38.203	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1309	2C7WDG0B03DR760709	35.877	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1310	1FDFE4F54CDA50541	55.701	eligible at 7 yrs or 200000 per MDOT		
1311	1FDFE4F56CDA50542	55.478	eligible at 7 yrs or 200000 per MDOT		
1312	1FDFE4F58CDA50543	57.031	eligible at 7 yrs or 200000 per MDOT		
1313	1FDFE4F54CDA50944	59.209	eligible at 7 yrs or 200000 per MDOT		
1501	1FDFE4F527DA02967	69.916	eligible at 7 yrs or 200000 per MDOT		
0302	1GCHK24U3E235218	93.225	eligible at 4 years or 100000	Replacement to be programmed from FY2020 Section 5307 funds	
0601	3GCRK14X26G329478	51.124	eligible at 4 years or 100000	Replacement to be programmed from FY2020 Section 5307 funds	
1301	2C7WDG0B03DR651054	37.263	eligible at 4 years or 100000		
1701	2C4RDG0B03HR802863	1.740	eligible at 4 years or 100000		
1702	2C4RDG0B03HR802864	1.818	eligible at 4 years or 100000		
1703	1FTBF2661HEE08784	1.275	eligible at 4 years or 100000		
1704	1FTBF2661HEE08795	1.606	eligible at 4 years or 100000		

Additional Capital Considerations

An additional small bus will be procured in FY2019 with FY2015 CMAQ funds. This vehicle will be route-capable and deployed in both fixed route and demand response services.
 A Muskegon Heights Passenger Facility project is pending development. Funding sources for this new facility project are being identified in the planning stages.
 Preventive Maintenance efforts will continue to be funded through MATS available Section 5307 formula funds.
 A study is underway to identify new technologies to be implemented by MATS. Any resulting capital projects will be prioritized as a result of the study.



FTA TRANSIT ASSET MANAGEMENT PLAN



HTMMTS Transit Asset Management Plan **Transportation Director, Accountable Executive**

Last modified by John Phillips on 03 Jan 19 at 08:50

Introduction

Harbor Transit Multi-Modal Transportation System is a small Tier 2 urbanized transit agency that provides bus service to City of Grand Haven, Village of Spring Lake, City of Ferrysburg, Grand Haven Charter Township and Spring Lake Township. The agency receives financial assistance through the FTA, State DOT and a local tax levy. We provide bus service to 60,000 and up to 120,000 residents during the summer, through Demand Response and Route Deviation Service. We transport passengers from residential homes or facilities, businesses, schools, medical facilities and shopping centers. While our main assets are our buses (27 revenue-vehicles), we also have responsibility for a facility that acts as our administrative office, bus maintenance and parking structure.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	N/A				
	CU - Cutaway Bus	21%	21%	21%	21%	21%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	5%			50%	50%
	RT - Rubber-tire Vintage Trolley	5%			50%	50%
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	5%		100%		
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	5%		100%		
	Custom 1	N/A				
	Custom 2	N/A				
	Software & PC's	10%	10%			80%
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A				
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Admin,Maintenance, Parking	5%		25%		
	Custom 3	N/A				

Target Setting Methodology

Harbor Transit sets its targets by using a current bus replacement schedule and by determining the amount of vehicles Harbor Transit would need to replace on a yearly basis to maintain the same level of service. The facility and equipment will also need to be expanded as to accommodate the growth over the last five years with the expansion into the Grand Haven Charter Township and Spring Lake Township.

TAM Vision

A regulatory database or tool that offers and assists the transit agency in smart reinvestment through planning, investment prioritization and asset evaluation and maintenance. Our goal would be to support our community and continue to improve our services.

TAM and SGR Policy

Transit Asset Management (TAM) is a business model for Harbor Transit that uses the condition of assets to guide the optimal prioritization of funding, in order to keep the transit system in a State of Good Repair (SGR). We have improved transparency and accountability for safety, maintenance, asset use, and funding investments. We have also optimized capital investment and maintenance decisions through data-driven maintenance decisions and increased system safety and performance. (See attached appendix? Tam and SGR Plan).

TAM Goals and/or Objectives

Goals	Objectives
Proactive Budgeting and Planning	To enhance annual capital project planning and decision making
	Increase budget forecasting (five years) to optimize capital investment and maintenance decisions
Improve Transparency and Accountability	Maintain SGR levels to improve system performance and reduce breakdowns that impact customer or passenger service
	Reduce maintenance costs and improve vehicle reliability
Increase Customer Satisfaction, measured by recent survey (2018) and decrease passenger complaints	Respond to customer feedback from past MSU survey in August 2018
	Respond to customer complaints within 24 hours using HT Complaint Form
Reduce Vehicle Safety Risks (accidents)	Number of accidents per 100,000 revenue mile
	Decrease accidents
Harbor Transit as a member of WSRDC - West Michigan Shoreline Regional Development Commission	TIP - Transportation Improvement Program, Harbor Transit supports and contributes to this program and goals
	Compliance with TIP Program

About the TAM Plan

Harbor Transit's Transit Asset Management Plan integrates Safety, Performance, SGR and Risk Factors to evaluate vehicles, equipment and facility maintenance and replacement projections. This plan and FTA regulations requires the agency to cover a five year horizon being evaluated and updated yearly. However, there will be an effective and ongoing assessment by our in users both daily and weekly to ensure performance.

Roles and Responsibilities

Department/Individual	Role (Title and/or Description)	Subrecipient
Anthony Dionise	Asset Manager	
John Phillips	Assitant Asset Manager	
Ross Martin	Maintenance	
Dana Appel	Finance & Compliance Coordinator	

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	27	7.0	165,971	\$144,444.44
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	0	-	-	-
CU - Cutaway Bus	23	6.1	183,744	\$150,000.00
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	2	6.0	29,060	\$45,000.00
RT - Rubber-tire Vintage Trolley	2	18.0	98,500	\$180,000.00
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	3	5.7	24,588	\$90,371.67
Non Revenue/Service Automobile	1	8.0	39,500	\$33,000.00
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	1	4.0	9,675	\$59,000.00
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Software & PC's	1	5.0	N/A	\$179,115.00
Facilities	1	7.0	N/A	\$1,265,773.00
Administration	0	-	N/A	\$0.00
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	0	-	N/A	-
Custom 1	0	0.0	N/A	\$0.00
Admin, Maintenance, Parking	1	7.0	N/A	\$1,265,773.00
Custom 3	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	27	7.0	165,971	N/A	\$144,444.44	41%
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	0	-	-	N/A	-	-
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	0	-	-	N/A	-	-
CU - Cutaway Bus	23	6.1	183,744	N/A	\$150,000.00	39%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	0	-	-	N/A	-	-
MV - Mini-van	2	6.0	29,060	N/A	\$45,000.00	0%
RT - Rubber-tire Vintage Trolley	2	18.0	98,500	N/A	\$180,000.00	100%
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	0	-	-	N/A	-	-
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	3	5.7	16,392	N/A	\$90,371.67	67%
Non Revenue/Service Automobile	1	8.0	39,500	N/A	\$33,000.00	100%
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	1	4.0	9,675	N/A	\$59,000.00	100%
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Software & PC's	1	5.0	0	N/A	\$179,115.00	0%
Facilities	1	7.0	N/A	4.0	\$1,265,773.00	N/A
Administration	0	-	N/A	-	-	N/A
Maintenance	0	-	N/A	-	-	N/A
Parking Structures	0	-	N/A	-	-	N/A
Passenger Facilities	0	-	N/A	-	-	N/A
Custom 1	0	-	N/A	-	-	N/A
Admin, Maintenance, Parking	1	7.0	N/A	4.0	\$1,265,773.00	N/A
Custom 3	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

Rate and Rank SGR and ULB programs and projects in order of implementation priority. Select projects and programs to improve or manage SGR of capital assets.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Table 1 Vehicle Fleet & Configuration	Inventory of revenue and non-revenue vehicles ULB & SGR Score
SGR Performance Targets	Sets a performance measurement and target
Asset Report - CGH BS&A System--Municipal Managemet Software	A software system that uses asset inventory and ULB information to generate 5, 10, 40 year condition forecasts.

Risk Management

Risk	Mitigation Strategy
Reduction or loss of funding from FTA, MDOT or local Tax Levy	Utilize reserve fund and extend asset ULB where feasible
Fuel and supply disruption	Partner with multiple providers with standing agreements
Loss of revenue vehicle(s)	Acquire through emergency funding a loaner or rental
Catastrophic loss of asset through a diaasteer	Enact SEOP "Support Emergency Operations Plan" CGH

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
RevenueVehicles	CU - Cutaway Bus	Manufacturer required maintenance	As required or needed	1	\$500
Equipment	Non Revenue/Service Automobile	Manufacturer required maintenance	As required or needed	1	\$250
Facilities	Admin,Maintenance, Parking	Facility inspection of critical components	Annual	8	\$400
Equipment	Software & PC's	Inspection and report	Daily by user	1	
Equipment	Trucks and other Rubber Tire Vehicles	Manufacturer required maintenance	As required or needed	1	\$250
RevenueVehicles	CU - Cutaway Bus	Engine tune-up	Annual	2	\$1,000

Unplanned Maintenance Approach

Unplanned maintenance cost are addressed through an emergency fund (operational expense item) with a review of our existing strategies, to make sure our goals and targets are being met or revised.

Overhaul Strategy

Asset Category	Asset Class	Overhaul Strategy
Revenue Vehicles	CU - Cutaway Bus	To repair damaged or non-functional assets and components on an (as needed basis). Typically Harbor Transit does not overhaul its assets, unless additional funding is obtained. Assets are replaced once one of the following conditions are met; 1. The asset's ULB is met; 2. An asset is considered a total loss by insurance coverage; and 3. When replacement is approved by FTA and MDOT.
Equipment	Trucks and other Rubber Tire Vehicles	To repair damaged or non-functional assets and components on an (as needed basis). Typically Harbor Transit does not overhaul its assets, unless additional funding is obtained. Assets are replaced once one of the following conditions are met; 1. The asset's ULB is met; 2. An asset is considered a total loss by insurance coverage; and 3. When replacement is approved by FTA and MDOT.
Equipment	Non Revenue/Service Automobile	To repair damaged or non-functional assets and components on an (as needed basis). Typically Harbor Transit does not overhaul its assets, unless additional funding is obtained. Assets are replaced once one of the following conditions are met; 1. The asset's ULB is met; 2. An asset is considered a total loss by insurance coverage; and 3. When replacement is approved by FTA and MDOT.
Facilities	Admin, Maintenance, Parking	To repair damaged or non-functional assets and components on an (as needed basis). Typically Harbor Transit does not overhaul its assets, unless additional funding is obtained. Assets are replaced once one of the following conditions are met; 1. The asset's ULB is met; 2. An asset is considered a total loss by insurance coverage; and 3. When replacement is approved by FTA and MDOT.

Disposal Strategy

Asset Category	Asset Class	Disposal Strategy
Revenue Vehicles	CU - Cutaway Bus	Once ULB is met or exceeded, disposal of asset is started using the following method: 1. Approval from FTA/MDOT to initiate disposal procedures; 2. Vehicles are inspected and condition determine; 3. Vehicles are placed out to bid; 3. vehicle is sold to highest bidder and sale approved by HT Board; 5. The asset is written off the financials and removed from the TAMP; 6. The highest bidder receives the title and removes the property.

Equipment	Trucks and other Rubber Tire Vehicles	Once ULB is met or exceeded, disposal of asset is started using the following method: 1. Approval from FTA/MDOT to initiate disposal procedures; 2. Vehicles are inspected and condition determine; 3. Vehicles are placed out to bid; 3. vehicle is sold to highest bidder and sale approved by HT Board; 5. The asset is written off the financials and removed from the TAMP; 6. The highest bidder receives the title and removes the property.
Equipment	Non Revenue/Service Automobile	Once ULB is met or exceeded, disposal of asset is started using the following method: 1. Approval from FTA/MDOT to initiate disposal procedures; 2. Vehicles are inspected and condition determine; 3. Vehicles are placed out to bid; 3. Vehicle is sold to highest bidder and sale approved by HT Board; 5. The asset is written off the financials and removed from the TAMP; 6. The highest bidder receives the title and removes the property.
Equipment	Software & PC's	Facility assets or equipment owned by Harbor Transit, once the ULB is met or exceeded or conditions exist to upgrade or warrant a replacement, the asset is disposed of using the following method: 1. Approval from the board, FTA & MDOT to innitiate disposal procedures; 2. That asset is inspected and appraised by a third party; 3. The asset is placed out to bid; 4. The asset is sold to the highest bidder; 5. The asset is written off the financials and TAMP; 6. The highest bidder takes possession and removes the asset.
Facilities	Admin, Maintenance, Parking	The facility and real-estate is owned owned by the City of Grand Haven Michigan, once the ULB is met or exceeded or conditions exist to permit a move to a replacement, the asset is disposed of using the following method: 1. Approval from the board, FTA & MDOT to innitiate disposal procedures; 2. That asset is inspected and appraised by a third party; 3. The asset is placed out to bid; 4. The asset is sold to the highest bidder; 5. The asset is written off the financials and TAMP; 6. The highest bidder takes possession and removes the asset.

Acquisition and Renewal Strategy

Asset Category	Asset Class	Acquisition and Renewal Strategy
Revenue Vehicles	CU - Cutaway Bus	Replace (5) buses per year that have exceeded ULB (200,000) miles
Equipment	Non Revenue/Service Automobile	Replace non-revenue service vehicles once default ULB is met
Facilities	Admin, Maintenance, Parking	Expand facility to meet current service levels and operational needs. First stage of planning and developing RFP and securing remaining and necessary funding. 45% of funding has been secured through FTA and MDOT grants.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Capital Investment Activity Schedules

Document Name	File Extension
To obtain 5 buses per year	Excel

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	Sedan	Ford	Fusion		1 3FA4P0H418R44869	HT	2011	39,500	\$93,000.00
Equipment	Software & PC's	6400 N. Ferry Street	RoutenMatch		1		HT	2014		\$179,115.00
Equipment	Trucks and other Rubber Tire Vehicles	Pick-up	GMC 4x4	Sierra 2500HD	1	1G612X6G1F245565	HT	2015	9,675	\$59,000.00
Facilities	Admin. Maintenance, Parking	4400 N. Ferry Street			1		HT	2012		\$1,265,773.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 1	Goshen	Ford E450	1	1FD7E441QB0838990	HT	2011	232,935	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 10	Goshen	Ford E450	1	1FD7E441QB0838991	HT	2011	214,603	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 11	ARBOC	GM Chev G3803	1	1G8B631M681207326	HT	2009	278,873	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 12	ARBOC	GM Chev G3803	1	1G8B631M781207285	HT	2009	282,819	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 13	ARBOC	GM Chev G3803	1	1G8B631M381215769	HT	2010	250,921	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 14	ARBOC	GM Chev G3803	1	1G8B631M281215820	HT	2010	263,346	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 15	ARBOC	GM LFG 6500	1	1G8B658B6E1128069	HT	2014	170,824	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 16	ARBOC	GM LFG 6500	1	1G8B658B6E1128109	HT	2014	158,340	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 17	ARBOC	GM 450	1	1G8B658B6D1146559	HT	2013	177,896	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 18	ARBOC	GM Chev G3803	1	1G8B631M881216590	HT	2010	276,956	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 19	ARBOC	GM Chev G3803	1	1G8B658B6D1146592	HT	2013	183,036	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 20	ARBOC	GM Chev G3803	1	1G8B631M381204268	HT	2009	284,198	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 21	ARBOC	CHEV 6500	1	1G8B651J6C7H112795	HT	2012	61,000	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 22	ARBOC	CHEV 6500	1	1G8B651J6C7H112795	HT	2012	58,589	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 23	ARBOC	CHEV 6500	1	1G8B651J6C7H113171	HT	2012	82,107	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 24	ARBOC	CHEV 6500	1	1G8B651J6C7H113171	HT	2012	59,003	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 25	ARBOC	GM LFG 6500	1	1G8B658B6E1127350	HT	2014	153,343	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 4	ARBOC	GM 450	1	1G8B658B6D1146597	HT	2013	191,012	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 5	ARBOC	GM LFG 6500	1	1G8B658B6E1125471	HT	2016	154,350	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 6	ARBOC	GM LFG 6500	1	1G8B658B6E1125471	HT	2016	95,715	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 7	ARBOC	GM Chev G3803	1	1G8B631M681207062	HT	2009	286,242	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 8	ARBOC	GM LFG 6500	1	1G8B658B6E1127355	HT	2014	159,182	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 9	ARBOC	GM 450	1	1G8B658B6D1146515	HT	2013	191,481	\$150,000.00
Revenue/Vehicles	MV - Mini-van	Van 20	Eldorado	Dodge Van	1	1C7W0B6G2R740700	HT	2013	20,563	\$45,000.00
Revenue/Vehicles	MV - Mini-van	Van 21	Eldorado	Dodge Van	1	1C7W0B6G4D787001	HT	2013	37,557	\$45,000.00
Revenue/Vehicles	RT - Rubber-tire Vintage Trolley	Trolley 33	Classic Trolley	MB55 Chassis	1	14J2AACB241CH92778	HT	2001	100,000	\$180,000.00
Revenue/Vehicles	RT - Rubber-tire Vintage Trolley	Trolley 34	Classic Trolley	MB55 Chassis	1	14J2AACB2D1CJ64939	HT	2001	97,000	\$180,000.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Revenue Vehicles	CU - Cutaway Bus	Bus 1	1	1FDFE4FL08DB38990	8	232,935	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 10	1	1FDFE4FL28DB38991	8	214,603	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 11	1	1GBJG31K681207326	10	278,873	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 12	1	1GBJG31K781207285	10	282,819	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 13	1	1GBJG31K381215769	9	250,921	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 14	1	1GBJG31KX81215820	9	263,346	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 15	1	1GB6G5BB6E1128069	5	170,824	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 16	1	1GB6G5BB3E1128109	5	158,340	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 17	1	1GB6G5BG0D1146559	6	177,836	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 18	1	1GBJG31K881216030	9	276,396	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 19	1	1GB6G5BG5D1154592	6	183,006	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 2	1	1GBJG31K381204268	10	284,198	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 22	1	1GB6GU8G7H1134795	2	61,000	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 23	1	1GB6GU8GH1125295	2	58,583	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 24	1	1GB6GU8G7H1135171	2	82,107	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 25	1	1GB6GU8G2H1135725	2	59,015	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 3	1	1GB6G5BB3E1127350	5	153,343	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 4	1	1GB6G5BG0D1144987	6	191,012	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 5	1	1GB6G5BB2F1255421	3	114,330	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 6	1	1GB6G5BGXF1245537	3	95,715	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 7	1	1GBJG31K981207062	10	286,242	\$150,000.00	7	Yes
Revenue Vehicles	CU - Cutaway Bus	Bus 8	1	1GB6G5BB2E1127565	5	159,182	\$150,000.00	7	No
Revenue Vehicles	CU - Cutaway Bus	Bus 9	1	1GB6G5BG2D1146515	6	191,481	\$150,000.00	7	No

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	MV - Mini-van	Van 20	1	12C7WDGBG2DR780700	6	20,563	\$45,000.00	7	No
RevenueVehicles	MV - Mini-van	Van 21	1	12C7WDGBG4DR780701	6	37,557	\$45,000.00	7	No
RevenueVehicles	RT - Rubber-tire Vintage Trolley	Trolley 33	1	14UZAACBZ41CH92778	18	100,000	\$180,000.00	7	Yes
RevenueVehicles	RT - Rubber-tire Vintage Trolley	Trolley 34	1	14UZAACBZ01C164939	18	97,000	\$180,000.00	7	Yes

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Sedan	1	3FANP0H1B81448	8	39,500	\$23,000.00	4	Yes
Equipment	Software & PC's	440 N Ferry Street	1	1G122X6G1F254556	5		\$179,115.00	10	No
Equipment	Trucks and other Rubber Tire Vehicles	Pick-up	1	15	4	9,675	\$59,000.00	4	Yes

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Admin, Maintenance, Parking	440 N Ferry Street	1		7	4	\$1,265,773.00

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2019	Gas - Bus Acquisition (5)	RevenueVehicles	\$750,000.00	High
2020	Gas - Bus Acquisition (5)	RevenueVehicles	\$750,000.00	High
2021	Gas - Bus Acquisition (5)	RevenueVehicles	\$750,000.00	Medium
2022	Gas - Bus Acquisition (5)	RevenueVehicles	\$750,000.00	Medium
2023	Gas - Bus Acquisition (2) Trolleys (2)	RevenueVehicles	\$660,000.00	Medium
2020	Expansion to facility	Facilities	\$2,200,000.00	High
2019	Replacement (10) PC's and (27) tablets	Equipment	\$35,000.00	Medium

Appendix D: Fleet Replacement Module Output

Total in Current Year \$		\$2,010,000.00		\$690,000.00		\$750,000.00		\$0.00		\$300,000.00	
Total in Year of Expenditure \$		\$2,010,000.00		\$690,000.00		\$768,750.00		\$0.00		\$307,500.00	
Fleet Type (Year/Make/Model)		2020		2021		2022		2023		2024	
		Number	Cost in 2019 \$	Number	Cost in 2019 \$	Number	Cost in 2019 \$	Number	Cost in 2019 \$	Number	Cost in 2019 \$
2009 ARBOC GM Chev G33803		4	\$600,000.00								
2010 ARBOC GM Chev G33803		3	\$450,000.00								
2011 Goshen Ford E450		2	\$300,000.00								
2013 ARBOC GM 450				4	\$600,000.00						
2013 Eldorado Dodge Van				2	\$90,000.00						
2014 ARBOC GM LPG 4500		1	\$150,000.00			4	\$600,000.00				
2016 ARBOC GM LPG 4500										2	\$300,000.00
2017 ARBOC CHEV 4500		1	\$150,000.00			1	\$150,000.00				
2001 Classic Trolley MB55 Chassis		2	\$360,000.00								