

APPENDICES

WESTPLAN 2045 LONG RANGE TRANSPORTATION PLAN

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APPENDIX A

AIR QUALITY CONFORMITY ANALYSIS FOR MUSKEGON COUNTY NON-ATTAINMENT AREA AND RESOLUTION

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Draft for Public Comment

Air Quality Conformity Analysis for Muskegon County, Michigan Nonattainment Area February 19, 2020

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1.0 Conformity

1.1 Introduction

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

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

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

1.2 Nonattainment and Maintenance Areas

Muskegon County is partially an ozone nonattainment area and entirely an ozone maintenance area. Within the boundaries is part of the West Michigan Metropolitan Transportation Planning Program (WestPlan) MPO.

Findings of the transportation conformity analysis are for projects within Muskegon County. Projects in the WestPlan FY 2020-2023 TIP are included in the modeling but not in the project list, except one project that changed from exempt to non-exempt since the TIP was reviewed. Projects evaluated for this analysis are contained in:

- WestPlan 2045 LRTP and
- A new non-exempt TIP project.

1.3 Conformity Finding

The staff of WestPlan finds that the LRTP and TIP conform to the SIP for the 2015 ozone standard and 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document is subject to a public comment period of March 19 to April 1, 2020. Comments received will be recognized, considered, and a response provided.

The MPO policy committee will make a formal conformity determination, through a resolution, at the WestPlan Policy Committee on April 15, 2020.

1.4 Results of Conformity Analysis

Conformity is demonstrated when the analysis-year emissions are equal to or less than the SIP budget. For the 2015 and 1997 ozone standards, as shown in Table 1, the emissions results for the analysis years show that the volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions are lower than the SIP budgets; thus, conformity for the ozone standards are demonstrated.

Table 1: Results of 2015 and 1997 Ozone Standard Conformity Analysis

Analysis Year	Emissions (tons/day)	
	VOC	NOx
SIP Budget	6.67	11.0
2020	2.76	2.87
2025	2.18	1.77
2035	1.31	0.80
2045	1.11	0.61

2.0 Background and Attainment Status

2.1 Background

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

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan’s SIP, which includes the state’s plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan LRTP and the metropolitan TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan’s ability to achieve the NAAQS.

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

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

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

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

2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). Muskegon County was designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment/maintenance, approving and finding adequate motor vehicle emissions budgets for VOC and NOx for the year 2018. The area was placed into maintenance, requiring conformity emission to be compared to the MVEBs contained in the SIP, referred to as SIP budgets.

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

On July 20, 2013, the EPA partially revoked the 1997 ozone standard, withdrawing the requirement to do transportation conformity for areas that were in maintenance. On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, the FHWA started requiring areas in the country to conduct conformity if they were a maintenance area for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast Air Quality Management District v. EPA*. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated part of Muskegon County as nonattainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

2.3 SIP Budgets

Muskegon County has existing maintenance budgets from the 1997 ozone attainment/maintenance SIP. Regulations require use of these budgets to test both ozone standards. Emissions generated must be equal to or less than the SIP budgets, also referred to as MVEB. The MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the maintenance or nonattainment area. By showing emissions are below the MVEB, the LRTP and TIPs are conforming to the SIP. Conformity is conducted for the whole county until a budget is determined for the 2015 ozone nonattainment area.

3.0 Interagency Consultation

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

A MITC-IAWG was held on Oct. 10, 2019, to review projects in Muskegon County; individuals attended in person or by conference call. At the meeting, the Allegan nonattainment area was also discussed since both MPO regions extend into Ottawa County, which is part of the Grand Rapids 1997 ozone maintenance area. A MITC-IAWG was also held on Dec. 16, 2019, to review one TIP project. Summaries of the MITC-IAWG meetings and relevant interagency consultation correspondence related to this conformity is in Appendix A. A copy of this conformity analysis was sent to each MITC-IAWG member for review and comment.

4.0 Public Participation

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

A formal public comment period for the draft Air Quality Conformity Analysis will be held from March 19 to April 1, 2020. Public comments received and responses to the comments will be in Appendix B.

5.0 Projects Evaluated for the Conformity Analysis

All projects in the WestPlan 2045 LRTP were evaluated for inclusion in the analysis. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a complete list of the projects evaluated for inclusion in this analysis. Projects in the WestPlan FY 2020-2023 TIP are included in the modeling but not in the project list, except one project that changed from exempt to non-exempt since the TIP was reviewed.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The Muskegon County nonattainment and maintenance area is covered by the WestPlan travel demand forecasting model. The model was developed in TransCAD modeling software, using the latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), vehicles hours of travel (VHT), and speeds. Detailed documentation is contained in a separate document available upon request.

6.1.2 Westplan Model

The WestPlan model covers all of Muskegon County and the northwest portion of Ottawa County. Only the Muskegon County portion of the model is considered for this analysis. Developed by MDOT, this standard four-step model has a base year of 2015 and a horizon year of 2045. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census and 2015 ACS data were the sources of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data for the REMI model.

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

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

6.1.4 Highway Performance Monitoring System (HPMS)

The EPA and FHWA endorse HPMS as the source of VMT estimates. The travel demand modeling VMT is aggregated by NFC road types for the county, then normalized to HPMS data for the base year/validation year of the travel demand model. Normalization factors were applied to all analysis years.

6.2 Analysis Years

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

Analysis Year	Reason
2020	2015 ozone standard attainment year
2025	Interim year (so analysis years not more than 10 years apart)
2035	Interim year (so analysis years not more than 10 years apart)
2045	Last year of the WestPlan long-range transportation plan

7.0 Latest Planning Assumptions

7.1 Demographic Data

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

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

County	Population		Employment	
	2015	2045	2015	2045
Muskegon County	223,939	232,248	113,993	119,418

7.2 Vehicle Miles of Travel

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

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

	Analysis year				
	Base Year 2015	2020	2025	2035	2045
Muskegon County					
VMT	4,108,569	4,208,184	4,290,740	4,370,003	4,403,462
Growth Rate	1.00	1.02	1.04	1.06	1.07

7.3 Vehicle Hours Traveled

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

Table 4: Vehicle Hours of Travel by County

	Analysis year				
Muskegon County	Base Year 2015	2020	2025	2035	2045
VHT	115,117	117,974	120,386	122,734	123,607

7.4 Transportation Control Measures

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

8.0 Emission Modeling

8.1 MOVES Specifications

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

8.2 Road Type Distribution

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

8.3 Average Speed

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

8.4 Ramp Fraction

The default VHT ramp fraction of 8 percent was used.

8.5 Average Weekday VMT to Annual VMT

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

8.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database of 2015. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine intercity bus, refuse truck, single-unit truck, and combination truck categories. The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with plate type and company code are used to obtain MOVES vehicle types.

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

8.7 Vehicle Age Distribution

MOVES requires vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database of 2015 was the source of vehicle ages. Vehicles are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2015 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited local numbers. Base year age distribution fractions were used for all future analysis years.

8.8 Other Local Data

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

9.0 Conclusion

Conformity has a two-step endorsement process. The MPOs must make a formal conformity determination through a resolution that the findings of this conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the EPA, issues a letter of concurrence with the determination.

The conformity analysis described here and conducted by MDOT, with support of the WestPlan, concludes that the WestPlan 2045 LRTP and 2020-2023 TIP contained in the Muskegon County conformity area meets all applicable requirements for conformity for the 2015 and 1997 ozone standards; thus, it is recommended FHWA support this conformity determination finding.

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

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

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

Appendix A: Meeting Summary of the Interagency Workgroups

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Allegan County Nonattainment Area
Muskegon County Nonattainment Area
For New 2045 Long Range Transportation Plans

2:30-3:30 p.m., Thursday, Oct. 10, 2019

Dory Conference Room, Third floor, Van Wagoner Transportation Building, Lansing, MI

<u>Name</u>	<u>Agency</u>
In attendance:	
Andrea Dewey	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	Environmental Protection Agency (EPA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	WestPlan
Joel Fitzpatrick	WestPlan
Carolyn Ulstad	Holland MPO (MACC)
Dennis Kent	MDOT
Tyler Kent	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT

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

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) for two areas.

- 1) Muskegon County, 1997 ozone orphan maintenance and 2015 ozone nonattainment area
- 2) Allegan County, 1997 ozone orphan maintenance and 2015 ozone nonattainment area

Agenda:

- 1) Modeling assumptions
- 2) Review projects
- 3) Policies for reviewing projects: existing and new
- 4) Coordination between MACC and rural STIP for Allegan County
- 5) Status of limited orphan maintenance and orphan maintenance areas

With the overlapping MPO boundaries within the Grand Rapids limited orphan maintenance area, a joint MITC-IAWG is usually held for three areas. But since the Grand Rapids MPO did not have their 2045 LRTP project list completed, the other two areas held a joint meeting. The same meeting

summary is duplicated for each of the two areas, with only projects in that nonattainment area attached.

Modeling Assumptions

The group discussed and agreed on all the modeling assumptions that will be used for the conformity analyses, listed below.

Analysis Years:

Base Year	Reason
2015	Base year for analysis: validation year of travel demand models WestPlan, MACC, and Statewide model
Analysis Year	Reason
2020	2015 ozone standard attainment year
<u>2021</u>	1997 ozone standard maintenance budget year (<u>only Allegan County</u>)
2025	Interim year (so analysis years not more than 10 years apart)
2035	Interim year (so analysis years not more than 10 years apart)
2045	Last year of MACC and WestPlan long range transportation plans

MOVES Model: use MOVES2014b

Base template for MOVES Inputs:

- 2015 Highway Performance Monitoring System (HPMS)
- 2015 MI Secretary of State vehicle registration data and vehicle population and age distribution

Review of Projects:

- MACC: Allegan and Ottawa county projects for the LRTP
- WestPlan: Muskegon and Ottawa county projects for the LRTP

The group discussed the projects and agreed on analysis groupings and non-exempt status for all projects for the MACC. The Beach Road project in Ottawa County was removed from the list.

The group discussed the potential road changes around the casino in rural Allegan County. From the description, the group indicated the project would most likely be exempt.

The projects for the WestPlan were discussed. The Henry Street project was moved from analysis year 2040 to 2045. The group discussed the projects and agreed analysis years for the projects and exempt or non-exempt status.

Policies for Reviewing Projects: Existing and New

The existing policies were reviewed. The traffic circle policy was altered to include roundabouts, too. The auxiliary lane policy was changed from "if less than 1 mile" to "if 1 mile or less." This makes the policy consistent with the other policies. The policy on adding a center turn lane was changed from not

triggering a new conformity to if 1 mile or less will be exempt because the project will correct, improve or eliminate a hazardous feature. Several new policies were agreed to and a few policies that the group had agreed to in the past were stated for clarification. The new list of policies is included at the end of the summary.

The template statement for an amendment with projects that only have cost changes is also included at the end of this summary.

The question was asked if US-231 was included in the base travel demand models. It is in both travel demand models' base year. The travel demand modelers were asked how they keep track of modeled projects. The answer is that most keep a list of projects. The group discussed how indirect left turns are handled in the travel demand models. These types of changes should be brought to the IAWG to be discussed on an individual basis.

Coordination between MACC and Rural STIP for Allegan County

The coordination between the MACC and rural STIP amendment cycle was discussed. The MACC will contact Mark Kloha, MDOT, to get the projects from the rural STIP and thus provide all projects in Allegan County to the IAWG. The MACC has TIP amendments scheduled every month where the rural STIP only has amendments every other month.

Status of limited orphan maintenance and orphan maintenance areas

The Grand Rapids area (Ottawa and Kent counties) will soon be a limited orphan maintenance area (LOMA) for the 1997 ozone standard. With this new status, the MITC-IAWG for this area will only meet for new LRTPs and new TIPs. For amendments in Ottawa and Kent counties, the statement indicating these projects are in a LOMA should be attached to the amendment.

For Allegan and Muskegon county nonattainment areas, if the amendment is only for exempt projects, the MPOs will e-mail their individual projects to the MITC-IAWGs. A conference call will be needed to review non-exempt projects. In this case, both Muskegon County and Allegan County groups will be included; this will facilitate consistency.

Other

Andrea Dewey informed the group this was her last meeting; she is taking another position within FHWA on Oct. 13, 2019. Aaron Dawson will be taking responsibility for the MACC, WestPlan, and GVMC MPOs.

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Allegan County Nonattainment Area
Muskegon County Nonattainment Area
For New 2045 Long Range Transportation Plans

10-11 a.m. (EST), Monday, Dec. 16, 2019

<u>Name</u>	<u>Agency</u>
In attendance:	
Aaron Dawson	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	Environmental Protection Agency (EPA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack	Muskegon MPO (WestPlan)
Brian Mulnix	WestPlan
Joel Fitzpatrick	WestPlan
Laurel Joseph	Grand Rapids MPO (GVMC)
Andrea Faber	GVMC
George Yang	GVMC
Dennis Kent	MDOT
Tyler Kent	MDOT
Bill Loehle	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Jeff Franklin	MDOT
Luke Walters	MDOT

Attendance at the meeting was teleconferencing only.

One project was reviewed by the group, job number 205376. This is a local project in Muskegon County that was reviewed by the group previously as a reconstruction only; however, it will be a four-lane conversion to two lanes. The new configuration was determined to be non-exempt and will be modeled in the 2025 analysis year.

**MITC-IAWG Policies for Reviewing Projects for
Allegan County Nonattainment Area and
Muskegon County Nonattainment Area**

Policies were reviewed and agreed to by the Michigan Transportation Conformity Interagency Workgroups (MITC-IAWG) for Allegan County nonattainment and maintenance area and Muskegon County nonattainment and maintenance area at the Oct. 10, 2019, meeting.

The Transportation Conformity State Implementation Plan memorandum of agreement defines roles, responsibilities, and regulations for interagency workgroups in Michigan.

Policies:

1. Definition of an air quality regionally significant project:
A transportation project on a facility that 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, and 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.
2. Traffic circles and roundabouts: exempt; intersection channelization project.
3. Auxiliary lanes if 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous location or feature. EPA/FHWA policy November 2017.
4. Ramp metering: exempt; projects that correct, improve, or eliminate a hazardous location or feature. EPA/FHWA policy November 2017.
5. Addition of right-turn lane or left-turn lane at an intersection, individual lane length less than half a mile: exempt; projects that correct, improve, or eliminate a hazardous feature; or not able to be modeled with the travel demand model.
6. Adding a center turn lane of 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous feature.
7. Road diets:
 - a. Four to three lanes: four through-lanes to two through-lanes with dual center left-turn lane if length is 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous location or feature.

- b. Other types of road diets must be discussed by the group to consider specific details to determine exempt or non-exempt status.
8. For amendments to only change the cost of a project or projects, the previous air quality status (exempt or non-exempt) will remain for each project. The MITC-IAWG will not need to review the project again. The MPO for TIP projects and MDOT for rural STIP projects will be responsible for ensuring that only the cost changed. A statement attached to the amendment when submitted will state only costs have changed. The statement will also list when the last time each project was reviewed by MITC-IAWG.
9. Moving a non-exempt project within an analysis year group can be done as part of an e-mail IAWG. The situation should be explained in the air quality comment field.
10. If a non-exempt project is part of an amendment, a conference call MITC-IAWG is required.
11. If all projects in the amendment are exempt, an MITC-IAWG can be conducted by e-mail.
12. Process to conduct a MITC-IAWG through e-mail:
 - a. The MPO will e-mail the IAWG requesting concurrence that all projects are exempt.
 - b. The IAWG members will have five business days, starting the day after the e-mail project list is sent to review. IAWG members are requested to respond whether they “concur” or “do not concur.” Only one response from each key agency of the IAWG is required.
 - c. The date of the IAWG will be the date the e-mail request is sent.
 - d. A basic e-mail format has been established.
13. All projects that can be modeled in the travel demand model will be modeled regardless of exempt status when a new conformity analysis is conducted.
14. Projects are grouped into analysis years based on the year the project will be open to traffic.

Template to be used with amendments with only cost changes.

**Transportation Improvement Program
Amendment for Projects with Only Cost Change**

(Insert MPO name or MDOT here)

Air Quality Conformity

2015 Ozone NAAQS Nonattainment and Maintenance Area for **(insert county here)**

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

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment contains projects that are for cost change only. **(select one: The MPO or MDOT)** has reviewed the projects and determined that only cost changes are being made. These project/s were reviewed by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) previously, and the current amendment will not change the existing conformity analysis. MITC-IAWG review is not required for this amendment.

Job Number

Last Date MITC-IAWG Reviewed

Appendix B: Public Comments and Responses

No comments were received during the Public Review period.

Appendix C: Projects Evaluated for Conformity Analysis

The list of projects begins on the following page.

2045 WestPlan Long-Range Transportation Projects in Muskegon County

Review at Dec. 16, 2019 MITC-IAWG

Fiscal Year	Job Type	Job#	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Phase	Total Estimated Amount	Air Quality	Air Quality Comments
2022	Local	205376	WESTPLAN	Muskegon	Muskegon	Terrace St	Terrace Street - Shoreline Drive to Apple Ave	0.521	Convert 4 lane boulevard into 2 lane road (one lane in each direction) and reconstruct	CON	\$1,010,000	non-exempt	modeled in 2025 analysis year

Reviewed at Oct 10, 2019 MITC-IAWG

Fiscal Year	Job Type		MPO	County	Responsible Agency	Project Name	Limits	Length	Project Description	Phase	Total Estimated Amount	Air Quality	Air Quality Comment
2030	Local		WESTPLAN	Muskegon	Muskegon County	Sternberg Road	Quarterline Road to Airline Road	1 mile	Reconstruct 2 to 3 lanes	CON	\$800,000	non-exempt	
2045	Local		WESTPLAN	Muskegon	Norton Shores	Henry Street	Seminole to Hile	1.25 miles	Reconstruct 2 to 3 lanes	CON	\$1,600,000	non-exempt	
2040	Local		WESTPLAN	Muskegon	North Muskegon	Witham Road	Bear Creek Bridge to Moulton Road	0.38 miles (2000 feet)	Reconstruct add left turn lane and storm sewer	CON	\$670,000	exempt	modeled
2045	Local		WESTPLAN	Muskegon	Norton Shores	Sternberg Road	Martin Road to Lake Harbor Road	2 miles	New two lane road	CON	\$2,200,000	non-exempt	
2045	Local		WESTPLAN	Muskegon	Norton Shores	Ponataluna Road	Grand Haven Road to Harvey	0.75 miles	Reconstruct 2 to 3 lanes	CON	\$1,600,000	non-exempt	
2045	Local		WESTPLAN	Muskegon	Norton Shores	Grand Haven Road	Hile to 100 ft south of Seaway	0.75 miles	Reconstruct 2 to 3 lanes	CON	\$1,100,000	non-exempt	
2045	Local		WESTPLAN	Muskegon	Norton Shores	Hile Road	Harvey Street to Grand Haven Road	0.75 miles	Reconstruct 2 to 3 lanes with bike lane	CON	\$1,600,000	non-exempt	

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APPENDIX B

AIR QUALITY CONFORMITY ANALYSIS FOR GRAND RAPIDS ORPHAN MAINTENANCE AREA

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Final

Transportation Conformity Determination Report for the 1997 Ozone NAAQS

Grand Rapids Orphan Maintenance Area (Kent and Ottawa Counties)

February 24, 2020

Prepared by:
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EXECUTIVE SUMMARY

As part of its transportation planning process, Macatawa Area Coordinating Council (MACC) completed the transportation conformity process for the MACC 2045 Long-Range Transportation Plan (LRTP) and 2020-2023 Transportation Improvement Program (TIP). This report documents that the MACC 2045 LRTP, as well as the Grand Valley Metro Council (GVMC) 2040 Metropolitan Transportation Plan (MTP), West Michigan Metropolitan Transportation Planning Program (WestPlan) 2040 LRTP and all three associated 2020-2023 TIPs, as well as the State Transportation Improvement Plan (STIP) in Ottawa County meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones. 42 U.S.C. 7506(c)(1). United States Environmental Protection Agency’s (EPA) transportation conformity rules establish the criteria and procedures for determining whether MTPs, TIPs, and federally supported highway and transit projects conform to the SIP, 40 CFR Parts 51.390 and 93.

On Feb. 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after Feb. 16, 2019. The Grand Rapids area (Kent and Ottawa counties) was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008

ozone NAAQS on May 21, 2012. It was also designated attainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the LRTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on Nov. 29, 2018.

1.0 BACKGROUND

1.1 TRANSPORTATION CONFORMITY PROCESS

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and projects are consistent with (“conform to”) the state’s air quality goals in the SIP. This document has been prepared for state and local officials who are involved in decision-making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 CONFORMITY AREA

The conformity area consists of two counties: Kent and Ottawa. Within the boundary are the metropolitan planning organizations (MPOs) of GVMC (core city Grand Rapids), parts of the WestPlan (core city Muskegon), and MACC (core city Holland/Zeeland), as well as the rural projects contained in the STIP in Ottawa County.

Findings of the transportation conformity report are for transportation activities contained within the conformity area.

1.3 ATTAINMENT STATUS

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS. Kent and Ottawa counties were designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment, approving and finding adequate motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x) for the year 2018. The area was placed into maintenance; this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP.

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

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

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

On April 23, 2018, FHWA began requiring areas in the country to conduct conformity if they were a maintenance area for the 1997

ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast II*. The Grand Rapids conformity area was one of these areas. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated both Kent and Ottawa counties as attainment for the strengthened 2015 ozone NAAQS.

On Dec. 4, 2019, the EPA proposed a rule that the Grand Rapids 1997 ozone maintenance area be considered for a limited maintenance plan for the area's second maintenance period. To be considered for a limited maintenance plan, the area must show the design value to be well below the NAAQS and the area's levels of air quality are unlikely to violate the NAAQS in the future. Areas with limited maintenance plans are not required to conduct emission modeling for conformity.

2.0 LONG-RANGE TRANSPORTATION PLAN OR METROPOLITAN TRANSPORTATION PLAN

The LRTP, also referred to as an MTP, is developed by the MPO to establish a long-term transportation plan. An LRTP is federally required for MPOs to receive federal funding and must provide a 20-year (or longer) horizon. Plans are required to be updated every four to five years. The purpose of an LRTP is to assess future needs of the area's transportation system and set goals to meet those needs. The planning process can enhance quality of life by fostering the mobility of people and freight in an effective and safe method.

Findings of the transportation conformity report are for transportation activities contained within the conformity area. The MACC is developing a new 2045 LRTP. This conformity report is to ensure that the part of the MACC in Ottawa County satisfies its obligation to the CAA. The 2040 LRTPs of GVMC and WestPlan have not changed since the previous analysis. This

analysis also includes all three areas' TIPs and their latest amendments. This report evaluates transportation activities contained in:

- MACC 2045 LRTP in Ottawa County,
- MACC 2020-2023 TIP in Ottawa County,
- GVMC 2040 MTP,
- GVMC 2020-2023 TIP,
- WestPlan 2040 LRTP in Ottawa County,
- WestPlan 2020-2023 TIP in Ottawa County, and
- STIP projects in Ottawa County.

3.0 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects and strategies from the LRTP.

The TIP identifies proposed projects developed by local agencies in accordance with the joint regulations of the FHWA and the FTA. These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative planning process. This planning process includes local jurisdictions, transit agencies, and state and federal transportation officials.

All areas in Michigan are operating under 2020-2023 TIPs that were approved for use by FHWA and FTA on Oct. 1, 2019. Conformity for the Grand Rapids maintenance area was conducted on the 2020-2023 TIPs and associated LTRPs, and received a letter supporting the conformity findings from FHWA/FTA on Sep. 17, 2019.

4.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS

Per the court's decision in *South Coast II*, beginning Feb. 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended MTPs and TIPs. FHWA/FTA made its 1997 ozone NAAQS conformity determination for the 2040 LRTPs and 2020-2023 TIPs on Sept. 17, 2019. Conformity will now be required no less frequently than every four years. This conformity determination report will address transportation conformity for the new MACC 2045 LRTP, the 2020-2023 TIP contained in Ottawa County, and the existing GVMC and WestPlan LRTPs and 2020-2023 TIPs.

5.0 TRANSPORTATION CONFORMITY REQUIREMENTS

5.1 OVERVIEW

On Nov. 29, 2018, EPA issued the **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012). The area was designated attainment for the 2008 ozone NAAQS on May 21, 2012, and Aug. 3, 2018, for the 2015 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs includes: latest planning

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision," EPA-420-B-18-050, available on the web at www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for an NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the MACC 2045 LRTP, WestPlan 2040 LRTP, GVMC 2040 MTP, all three 2020-2023 TIPs, and the rural STIP in Ottawa County can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110),
- Consultation (93.112),
- Transportation Control Measures (93.113), and
- Fiscal constraint (93.108).

5.2 LATEST PLANNING ASSUMPTIONS

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of the latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Michigan SIP does not include any TCMs (see also Section 5.4).

5.3 CONSULTATION REQUIREMENTS

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with MACC, WestPlan, GVMC, the Michigan Department of Transportation (MDOT), the Michigan Department of Environment, Great Lakes, and Energy (EGLE), FHWA, FTA, and EPA. A summary of the Michigan Transportation Interagency Workgroup (MITC-IAWG) meeting on Dec. 16, 2019, and relevant interagency consultation correspondence related to this conformity is in Appendix A. Interagency consultation was conducted consistent with Michigan's conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPOs make a determination.

A formal public comment period for this draft conformity report was held from Jan. 8 to Feb. 16, 2020, for the MACC. The documents for GVMC and WestPlan are unchanged since the last conformity analysis. Public comments received and responses to those comments will be in Appendix B.

The MACC policy committee made a formal conformity determination through a resolution on Feb. 24, 2020.

5.4 TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

The Michigan SIP does not include any TCMs.

5.5 FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The LRTPs and 2020-2023 TIPs are fiscally constrained, as demonstrated in:

- MACC 2045 LRTP, Chapter 11 Financial Resources Analysis,
- MACC 2023-2023 TIP, Financial Plan as updated to include the most current amendment,
- GVMC 2040 MTP as amended March 21, 2018, Chapter 19 Plan Evaluation and Analysis,
- GVMC 2023-2023 TIP, Financial Plan as updated to include the most current amendment,
- WestPlan 2040 LRTP, Chapter 13 Financial Resources Analysis,
- WestPlan 2023-2023 TIP, Financial Analysis as updated to include the most current amendment, and
- 2020-2023 STIP, including latest amendments for Ottawa County.

Excerpts of the financial constraint information from these documents is presented in Appendix C.

6.0 CONCLUSION

The conformity determination process completed for the MACC 2045 LRTP, GVMC 2040 MTP, WestPlan 2040 LRTP, all three 2020-2023 TIPs, and the 2020-2023 STIP for Ottawa County demonstrates that these planning documents meet the CAA and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A: Meeting Summary of Interagency Workgroups

Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Grand Rapids 1997 Ozone Orphan Maintenance Area
(Kent and Ottawa counties)
For New 2045 Long Range Transportation Plans

10-11 a.m. (EST), Monday, Dec. 16, 2019

<u>Name</u>	<u>Agency</u>
In attendance:	
Aaron Dawson	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Michael Leslie	Environmental Protection Agency (EPA)
Donna Wittl	Michigan Department of Transportation (MDOT)
Amy Haack (WestPlan)	West Michigan Metropolitan Transportation Planning Program
Brian Mulnix	WestPlan
Joel Fitzpatrick	WestPlan
Laurel Joseph	Grand Valley Metro Council (GVMC)
Andrea Faber	GVMC
George Yang	GVMC
Dennis Kent	MDOT
Tyler Kent	MDOT
Bill Loehle	MDOT
Jon Roberts	MDOT
Ryan Gladding	MDOT
Jeff Franklin	MDOT
Luke Walters	MDOT

Attendance at the meeting was by teleconferencing only.

All three MPOs in the Grand Rapids 1997 Ozone Orphan Maintenance Area are developing new 2045 long-range transportation plans (LRTP). Projects for each area were discussed.

First discussed were projects for GVMC's new 2045 Metropolitan Transportation Plan, also referred to as a LRTP. Categories of projects that contain only costs, but not specific projects, cannot be classified as exempt or non-exempt. General categories should be labeled, to-be-

determined, once specific projects are identified. GVMC arranged projects into three groups:

- Years 2024-2025: This group only contained general categories.
- Years 2026-2035: Identified general categories and specific projects that were classified as non-exempt.
- Years 2036-2045: Identified general categories and one specific project that was classified as non-exempt. See list in Appendix C.

The MACC was unable to attend and gave Donna permission to represent the MPO if needed. The MACC 2045 LRTP projects in Ottawa County were reviewed. All projects were deemed non-exempt. See list in Appendix C.

WestPlan 2045 LRTP projects in Ottawa County were reviewed. One project was exempt; two projects were non-exempt. See list in Appendix C.

The group discussed what type of conformity document that should be used for the new LRTPs. The EPA published on Dec. 4, 2019, a proposed rule to make the Grand Rapids maintenance area a limited maintenance area. The proposed rule was in a public comment period, ending Jan. 3, 2020, when the IAWG meeting was held. Since the timing of the final adoption of the rule, making it a limited maintenance plan area, could be delayed and it was too late do a conformity analysis, the decision was made to use the template provided by FHWA for orphan maintenance areas based on the South Coast II court decision.

The group was asked if there were any questions on the guidance document distributed on Oct. 16, 2019. It was clarified that the guidance was for orphan maintenance areas and limited orphan maintenance areas in Michigan. No questions were asked.

A question was asked about when the new policies for reviewing projects in the Muskegon and Allegan nonattainment areas would be distributed. Donna stated it would be distributed with the Allegan County conformity analysis document due later in December.

An e-mail was sent to the MITC-IAWG for the Grand Rapids Maintenance Area on Jan. 2, 2020.

Re: Grand Rapids Maintenance Area conformity strategy for new 2045 LRTPs

Greetings MITC-IAWG for Grand Rapids Maintenance Area:

In order to keep everyone on the same page this e-mail is being sent. The Grand Rapids conformity document/s are being created. The document is very different than the conformity analysis documents that were used in the past for this area. The group discussed using this document at the interagency workgroup on Dec 16, 2019. Because the Grand Rapids limited orphan maintenance area (LOMA) rule issued by EPA is currently in a public comment period, and if by chance something causes rule to be delayed do not want the conformity document

based on Grand Rapids LOMA status. So, the Grand Rapids conformity document for all the new 2045 LRTPs will be written as an “orphan” maintenance area using FHWA’s guidance document template based on EPA’s guidance for the court decision in South Coast II.

Because of Michigan’s situation, this document is based very little on air quality issues. The key issue in the document is that the LRTPs and TIPs are financially constrained.

The whole conformity area needs to be considered every time a new conformity document is created and since the new LRTPs are due at different times (in the best situation all the plans would be due in the same month). In order to meet these different LRTP due dates, there will need to be two conformity documents (reports). See table below for details.

Conformity report Grand Rapids Maintenance Area	Report base	MPO	Public Comment Period	MPO Policy approval date of 2045 LRTP and Conformity report	Current 2040 expiration date	Board approval	Anticipated FHWA letter supporting conformity
First Report Dated Dec. 27, 2019	MACC 2045 WestPlan 2045 LRTP GVMC 2040 2020-23 TIP STIP	MACC	Jan. 8 to Feb. 16, 2020	Feb. 24	April 27, 2020	N/A	Mid- to end of N
Second Report	MACC 2045 WestPlan 2045 LRTP GVMC 2045 2020-23 TIP STIP	WestPlan	March 19 to 2020	April 15	June 17, 2020	N/A	Mid- to the end
		GVMC	Jan. 13 to Feb 2020	March 18	May 7, 2020	May 7	

Questions, concerns, and corrections let me know.

Donna Wittl
 Conformity Specialist
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Appendix B: Public Comments and Responses

No comments were received.

Appendix C: Financial Constraint

Below are excerpts of financial constraint for the TIPs, STIP, and LRTPs.

MACC Financial Constraint for FY 2020 - 2023 TIP and 2045 LRTP

Macatawa Area Coordinating Council. (2020). Financial Resources Analysis. 2045 Long Range Transportation Plan Draft (pp. 116 - 120). Retrieved from

http://www.the-macc.org/wp-content/uploads/2045LRTP_Draft_2.6.20.pdf

Financial Constraint

The LRTP must be fiscally constrained; that is, the cost of projects programmed in the LRTP cannot exceed revenues “reasonably expected to be available” during the 26-year LRTP period. Funding for core transit programs such as Section 5307, Section 5339 and Section 5310 are expected to be available to the area based on historical trends of funding from similar programs in past federal surface transportation laws. Likewise, state funding from the state’s Comprehensive Transportation Fund (CTF), and local sources of revenue, such as farebox, general fund transfers, and mileages, are also expected to be available during the 26-year LRTP period.

Funds from other programs are generally awarded on a competitive basis and are therefore impossible to predict. Funds from federal competitive programs are not included in the revenue forecast. Funding for core programs such as CMAQ or STP that may be used for highways is also expected to be available to the MACC area based on historical trends of funding from past federal surface transportation laws. Likewise, state funding from the Michigan Transportation Fund (MTF) is also expected to be available during the 26-year period.

All federally funded projects must be in the LRTP. Additionally, any non-federally funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized. Projects programmed in the LRTP are known as *commitments*. Commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the expected purchasing power of a dollar in the year the project is expected to be built.

The MTPA/Financial Work Group has decided on an annual inflation rate of 4 percent for projects over the plan period. This means that a project costing \$1 million in FY 2020 is expected to cost \$1.04 million in FY 2021, \$1.082 million in FY 2022, and so on. Since the amount of growth in available funding, around 2 percent, is forecasted to be less than the growth rate of project costs, around 4 percent, this means that likely not enough funds will be available to keep up with the rising costs of projects over the 26 years of this plan. The list of projects can be found in chapter 10.

Revenue and Expenditures for Federal/State Funded Programs

Table 20: Estimates of Revenue and Expenditures for FY 2020-2023

Federal/State Funded Programs (FY2020-2023/Current TIP Cycle)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Local Commitment	Total Revenue	Total Proposed Commitments
Local MPO Based Constraint					
CMAQ	\$1,335,000	\$163,250	\$1,396,000	\$2,894,250	\$2,894,250
STP – Small Urban	\$6,571,949	\$0	\$6,026,000	\$12,597,949	\$12,597,949
Local Projects from Statewide Sources					
Railroad Crossing Funds	\$292,500	\$32,500	\$0	\$325,000	\$325,000
Safety	\$56,530	\$0	\$0	\$56,530	\$56,530
STP – Flexible (Bridge)	\$3,979,200	\$553,600	\$441,200	\$4,974,000	\$4,974,000
MDOT Project Templates					
Traffic & Safety	\$1,778,895	\$182,657	\$0	\$1,961,552	\$1,961,552
Bridge Preservation	\$8,445,683	\$1,489,767	\$0	\$9,935,450	\$9,935,450
Bridge Replacement	\$830,777	\$184,223	\$0	\$1,015,000	\$1,015,000
Road Rehab & Reconstruction	\$58,907,002	\$7,384,132	\$56,867	\$66,348,001	\$66,348,001
Other	\$1,058,932	\$234,816	\$0	\$1,293,748	\$1,293,748
Transit Project Categories					
5307	\$5,737,896	\$6,843,614	\$4,991,505	\$17,573,015	\$17,573,015
5310	\$794,000	\$56,000	\$570,000	\$1,420,000	\$1,420,000
5339	\$569,445	\$142,361	\$0	\$711,806	\$711,806
Total	\$90,357,809	\$17,266,920	\$13,481,572	\$121,106,301	\$121,106,301
CONSTRAINED					

Table 21: Estimates of Revenue and Expenditures for FY 2024-2025

Federal/State Funded Programs (FY2024-2025)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Commitment	Estimated Total Revenue	Estimated Total Proposed Commitments
Local MPO Based Constraint					
STP – Small Urban	\$3,385,210	\$0	\$12,662,032.76	\$16,047,242.76	\$16,047,242.76
CMAQ	\$687,658.50	\$84,089.04	\$678,386.70	\$1,450,134.24	\$1,450,134.24
Total	\$4,072,868.50	\$84,089.04	\$13,340,419.46	\$17,497,377	\$17,497,377
CONSTRAINED					

Only STP and CMAQ funds are shown after 2023 (the current TIP cycle) since other forms of funding, such as HSIP safety funds, are awarded in a grant process and are not guaranteed every year. It is also important to point out that in order for funding to be constrained (revenues equaling project costs), the local STP match had to increase an additional \$9,648,182.66 over the 2024-2025-time frame. The funding gap, as explained before, is due to project costs being grown at a rate of 4 percent annually while revenues are only grown at 2 percent. Similar to local revenues in table 21, local STP commitment had to be increased an additional \$21,428,558.25 in 2026-2035 to prove fiscal constraint.

Table 22: Estimates of Revenue and Expenditures for FY 2026-2035

Federal/State Funded Programs (FY2026-2035)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Commitment	Estimated Total Revenue	Estimated Total Proposed Commitments
Local MPO Based Constraint					
STP – Small Urban	\$19,303,701	\$0	\$38,614,625.07	\$57,918,326.07	\$57,918,326.07
CMAQ	\$3,921,278.28	\$490,276.54	\$3,868,407.11	\$8,279,961.93	\$8,279,961.93
Total	\$23,224,979.28	\$490,276.54	\$42,483,032.18	\$66,198,288	\$66,198,288
CONSTRAINED					

Table 23: Estimates of Revenue and Expenditures for FY 2036-2045

Federal/State Funded Programs (FY2036-2045)					
Anticipated Funding Source	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Commitment	Estimated Total Revenue	Total Proposed Commitments
Local MPO Based Constraint					
STP – Small Urban	\$24,226,008.81	\$0	\$17,541,581.50	\$41,767,590.31	\$41,767,590.31
CMAQ	\$4,921,176.62	\$652,017.39	\$4,854,823.68	\$10,428,017.69	\$10,428,017.69
Total	\$29,147,185.43	\$652,017.39	\$22,396,405.18	\$52,195,608	\$52,195,608
CONSTRAINED					

For the years 2036-2045, there was an additional \$4,026,811.31 in estimated revenue, likely due to fewer projects being proposed since it can be hard to predict local needs so far into the future. The additional funding available was used to reduce the local STP match.

Forecast for Federal and State Transit Funds

For FY 2020-2045, the federal revenue growth rate was set to 2 percent for transit funds. For state match funds, the growth rate will be the same as the federal growth rates and for the state operating assistance; the annual growth rate for predicted funds has been set to 1.43 percent. On the following table, funds that are apportioned to the transit agency are listed

(5307 and 5339); 5310 funding is not included, as the funds are apportioned to the state and then allocated based on annual applications. The information in table 24 was provided by MDOT’s Office of Passenger Transportation.

Table 24: MACC Annual Growth Rates for Transit and Revenue Projections

	Federal (formula) 5307	Federal (formula) 5339	State Match	State Operating	Total
Growth Rate*	2.00%	2.00%	2.00%	1.43%	N/A
FY 2019 Base Amount	\$1,434,474	\$137,445	\$62,859	\$1,590,047	\$3,224,825
FY 2020-2023	\$6,030,586.30	\$577,824.30	\$264,261.76	\$6,590,839.52	\$13,463,511.88
FY 2024-2025	\$3,199,225.92	\$306,535.78	\$140,190.86	\$3,438,477.94	\$7,084,430.50
FY 2026-2035	\$18,042,509.26	\$1,728,754.01	\$790,627.15	\$18,736,348.66	\$39,298,239.08
FY 2036-2045	\$21,993,718.11	\$2,107,341.50	\$963,770.08	\$21,594,801.39	\$46,659,631.08
	\$49,266,039.59	\$4,720,455.59	\$2,158,849.85	\$50,360,467.51	\$106,505,812.54

*Based on average 2008 - 2019, see 2019 growth rates - federal and state SLRP

While the 2045 LRTP’s project list does not identify specific projects past FY 2023 for transit, the MACC expects federal and state funding, as well as local funding, to be available due to historic trends. The MACC and MAX Transit are fully committed to working together to ensure that the system is maintained and enhanced over the life of the plan (2020-2045).

STIP Financial Constraint for FY 2020 - 2023

Michigan Department of Transportation. (2018, October 24). Financial Chapter. State Transportation Improvement Program (pp. 32). Retrieved from https://www.michigan.gov/documents/mdot/2020-2023_STIP_Draft_660694_7.pdf

Demonstration of Financial Constraint, FY 2020-2023

After determination of resources available for federal-aid highway and transit capital needs for FY 2020-2023, 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 2020-2023 STIP. The list must be adjusted to each year’s YOE factor and then fiscally constrained to available revenues. Table 11 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- 2023 TIP is fiscally constrained.

Note: O&M costs of the federal-aid highway system is included in the text of this chapter; however, these costs are not included in the TIP itself, as nearly all highway O&M costs are ineligible for federal-aid funding.

Table 11: Demonstration of Fiscal Constraint FY 2020-2023 TIP (millions of dollars)

	2020	2021	2022	2023
Highway Funding	\$1,586.7	1,409.8	\$1,416.9	\$1,498.3
Highway Programmed	\$1,583.9	\$1,420.4	\$1,215.4	\$1,130.9
Transit Funding	\$590	\$579.8	\$590.7	\$602.5
Transit Programmed	\$461.1	\$348.6	\$353.6	\$512.8
Total Funding	\$2,176.6	\$1,989.6	\$2,007.7	\$2,100.8
Total Programmed	\$2,045	\$1,769	\$1,569	\$1,643.7
Difference	\$131.7	\$220.6	\$438.7	\$457.1

WestPlan Financial Constraint 2040 LRTP

West Michigan Shoreline Regional Development Commission. (2015, June 17). Financial Resources Analysis. 2040 Long Range Transportation Plan (pp. 109). Retrieved from <https://wmsrdc.org/project/long-range-plan/>

Demonstration of Financial Constraint

This information is provided in order to present funding sources available in a summarized fashion. The information here is a summary of the preceding sections regarding federal, state, and local funding categories, as well as estimated expenses. Based on the analysis that was done with these estimates, the WestPlan MPO has determined that there is sufficient money to maintain the current system in the MPO area. The estimates also indicate that there is a significant balance in available funding for I/E projects. Based on this conclusion, the WestPlan LRTP is financially constrained.

**FIGURE 38: FEDERAL, STATE, AND LOCAL FUNDING
CATEGORY SUMMARY**

Total federal, state, and local revenues estimated to be available for roadway construction, transit capital/operating, and local road operations and maintenance	\$1,892,873,326
Expenditures for Long-Range Plan Improve and Expand Projects	(\$11,070,000)
Expenditures for Operations/Maintenance of State Trunkline Roads	(\$282,854,845)
Expenditures for Operations/Maintenance of Local Roads	(\$900,941,472)
Expenditures for Transit Projects/Operations/Maintenance of Transit	(\$394,907,887)
REMAINING BALANCE	\$303,099,122

WestPlan Financial Constraint FY 2020 - 2023 TIP

West Michigan Shoreline Regional Development Commission. (2019, June). Financial Analysis. FY 2020 - 2023 Transportation Improvement Program (pp. 7 - 8). Retrieved from <https://wmsrdc.org/wp-content/uploads/2019/08/2020-2023-TIP-Document-OFFICIAL-6.24.19.pdf>

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 2.4: 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

GVMC Financial Constraint FY 2020 - 2023 TIP

Grand Valley Metropolitan Council. (2019, September 26). *Financial Plan. FY 2020 - 2023 Transportation Improvement Program for the Grand Rapids Metropolitan Area* (pp. 32). Retrieved from

https://static1.squarespace.com/static/59dce13bb1ffb65b4d405588/t/5dcec13ef61572047690f172/1573830986173/GVMC_FY2020-2023TIP_Final_DocOnly.pdf

Demonstration of Financial Constraint, FY 2020 through FY 2023

After determination of resources available for federal-aid highway and transit capital needs within GVMC 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.

Table 13 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 13: Demonstration of Fiscal Constraint, FY 2020 through FY 2023 TIP (millions of dollars).

	2020	2021	2022	2023
Highway Funding	\$66.7	\$65.5	\$37.3	\$43.6
Highway Programmed	\$66.7	\$65.5	\$37.3	\$43.6
Transit Funding	\$16.1	\$15.6	\$15.9	\$14.9
Transit Programmed	\$16.1	\$15.6	\$15.9	\$14.9
Total Funding	\$82.8	\$82.1	\$53.2	\$58.5
Total Programmed	\$82.8	\$82.1	\$53.2	\$58.5
Difference	\$0	\$0	\$0	\$0

GVMC Financial Constraint 2040 MTP

Grand Valley Metropolitan Council. (2018, March 21). *Plan Evaluation and Analysis. 2040 Metropolitan Transportation Plan* (pp. 150 - 151). Retrieved from <https://static1.squarespace.com/static/59dce13bb1ffb65b4d405588/t/5b2165df1ae6cfedd22d6e00/1528915457488/2040+Draft+MTP+Document+2014+-+Final+-+4.20.15+-+Modified+11.15.2017+Amended+3.21.2018.pdf>

Demonstration of Fiscal Constraint

Projects programmed in the TIP/MTP are known as commitments. As mentioned previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The MTPA/Financial Work Group has decided on an

annual inflation rate of 4 percent for projects over the MTP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$104,000 in FY 2015, \$108,160 in FY 2016, and \$112,486 in FY 2017 and so on. Since the amount of federal funds available is only expected to increase by 2 percent from 2014 through 2017 and then no growth for 2018 and 2019 then a 2.39 percent per year thereafter, and state funds by only 0.4 percent per year over the four-year TIP period and 2.16 percent thereafter, this means that less work can be done each year with available funding.

Figure 32 is known as a fiscal constraint demonstration. The demonstration is provided to MDOT, FHWA, and FTA in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the 26-year MTP period. This is a summary. To see a detailed list of projects, please refer to Chapter 18.

Figure 32: Summary Fiscal Constraint Demonstration for the FY 2014 through FY 2040 MTP Period

Table Number/Fund Source	Funding Amount Available	Amount Programmed	Net Balance
Table 1 - Federal Revenue	\$553,790,000	\$553,790,000	\$0.00
Table 2 - MTF	\$2,160,200,000	\$2,160,200,000	\$0.00
Table 3 - TEDF Category C & D	\$26,680,000	\$26,680,000	\$0.00
Table 4 - Preservation Revenue	\$1,416,380,000	\$1,416,380,000	\$0.00
Table 5 - O & M Funding	\$656,100,000	\$656,100,000	\$0.00
Total	\$ 4,813,150,000.00	\$ 4,813,150,000.00**	\$ 0.00

*Net Balance = Available funding less cost of programmed projects. A positive net balance means that available funding exceeds programmed project cost, a negative balance means that programmed project costs exceed available funding, and a zero net balance indicates that programmed project costs equal available funding.

Table 11 shows the summary financial constraint demonstration for transit. The demonstration is provided to MDOT, FHWA, and FTA in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 - 2040 MTP period.

Table 11: Transit Financial Constraint Demonstration

Table Number/Fund Source	Funding Amount Available	Table 10 - Capital & Operations	Net Balance
Table 7 - FTA Revenue	\$410,300,000	\$410,300,000	\$0.00
Table 8 - State Revenue	\$433,200,000	\$433,200,000	\$0.00
Table 9 - Local Revenue	\$1,697,200,000	\$1,697,200,000	\$0.00
Total	\$2,540,700,000	\$2,540,700,000	\$0.00

Appendix D: Projects Evaluated for Conformity

Attached are all the projects evaluated at the Dec. 16, 2019, MITC-IAWG. Of the projects evaluated, the MACC projects are the only projects included in this conformity report.

The list of projects starts on following page.

2045 MACC LONG-RANGE TRANSPORTATION PLAN Projects in Ottawa County

Projects evaluated at the MITC-IAWG Dec. 16, 2019

Holland Township												
Responsible Agency	LOCATION	LIMITS			MILES	YEAR	IMPROVEMENT TYPE	ESTIMATED		Model Network	Air Quality	Air Quality Comment
						OPEN		COST				
Ottawa County Road Commission	Lakewood Boulevard	144th Avenue	River Avenue		1.2	2024	Improve and Reduce 4 to 3 lanes	\$1,300,000		2025 - E+C+IE	non-exempt	Modeled as Lakewood Blvd will be reconstructed to a 3 lane section except the 5 lane section would remain.
Ottawa County Road Commission	120th Avenue	Riley Street	Quincy Street		1.0	2030	Improve and Expand 2 to 5 lanes	\$1,750,000		2035 - E+C+IE	non-exempt	
Ottawa County Road Commission	James Street	136th Avenue	Beeline Road		0.8	2030	Improve and Expand 3 to 5 lanes	\$1,400,000		2035 - E+C+IE	non-exempt	
Ottawa County Road Commission	James Street	Beeline Road	US-31		0.7	2030	Improve and Expand 3 to 5 lanes	\$1,225,000		2035 - E+C+IE	non-exempt	
Ottawa County Road Commission	Riley Street	Butternut Drive	136th Avenue		0.8	2035	Improve and Expand 2 to 3 lanes	\$1,300,000		2035 - E+C+IE	non-exempt	
Ottawa County Road Commission	Douglas Avenue	144th Avenue	River Avenue		1.4	2035	Improve and Expand 4 to 5 lanes			2035 - E+C+IE	non-exempt	
Ottawa County Road Commission	James Street	112th Avenue	Chicago Drive		1.1	2040	Improve and Expand 2 to 3 lanes	\$1,980,000		2045 - E+C+IE	non-exempt	
Ottawa County Road Commission	Riley Street	120th Avenue	112th Avenue		1.0	2045	Improve and Expand 3 to 5 lanes	\$2,300,000		2045 - E+C+IE	non-exempt	
Ottawa County Road Commission	River Avenue	CSX Crossing	136th Avenue		0.4	2045	Improve and Expand 5 to 7 lanes	\$2,200,000		2045 - E+C+IE	non-exempt	
	LOCATION	LIMITS			MILES	OPEN	IMPROVEMENT TYPE	COST		Model Network		

Zeeland Township												
Responsible Agency	LOCATION	LIMITS			MILES	YEAR	IMPROVEMENT TYPE	ESTIMATED		Model Network	Air Quality	Air Quality Comment
						OPEN		COST				
Ottawa County Road Commission	96th Avenue	Adams Street	Perry Street		1.0	2035	Improve and Expand 2 to 3 lanes	\$1,640,000		2035 - E+C+IE	non-exempt	
Ottawa County Road Commission	96th Avenue	Perry Street	BL-196		0.5	2035	Improve and Expand 2 to 3 lanes	\$820,000		2035 - E+C+IE	non-exempt	

2045 WestPlan Long-Range Transportation Plan Projects in Ottawa County

Projects evaluated at the MITC-IAWG Dec. 16, 2019

Fiscal Year	Job Type	MPO	County	Region	Responsible Agency	Project Name	Limits	Length	Project Description	Phase	Total Estimated Amount	Air Quality	Air Quality Comment
2025	Local	WESTPLAN	Ottawa	Grand	Ferrysburg	West Spring Lake Road Bridge	Lake Road to 168th Avenue	447 feet	Replace bridge	CON	13000000	exempt	
2040	Local	WESTPLAN	Ottawa	Grand	Ottawa County	168th	Hayes Street to north of Comstock	0.8 miles	Reconstruct 2 to 3 lanes	CON	1400000	non-exempt	
2040	Local	WESTPLAN	Ottawa	Grand	Ottawa County	174th Avenue	Van Wagoner Rd to Wilson Street	1.5 miles	Reconstruct 2 to 3 lanes	CON	1800000	non-exempt	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2024-2025 STP Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60	TBD once exact project identified
Total Available:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60	
Total Cost:					\$ 24,405,438.00	\$ 19,524,350.40	\$ 4,881,087.60	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 STP FLEX

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70	TBD once exact project identified
Total Available:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70	
Total Cost:					\$ 3,314,668.50	\$ 2,651,734.80	\$ 662,933.70	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 STP Rural

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible rural projects TBD			Various		\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10	
Total Cost:					\$ 2,397,790.50	\$ 1,918,232.40	\$ 479,558.10	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 STP Small Urban

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible small urban project TBD			City of Lowell		\$ 468,750.00	\$ 375,000.00	\$ 93,750.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00	
Total Cost:					\$ 468,750.00	\$ 375,000.00	\$ 93,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 NHPP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible pavement preservation projects-NHS-TBD			Various		\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60	
Total Cost:					\$ 1,921,323.00	\$ 1,537,058.40	\$ 384,264.60	
Total Remaining:					\$0	\$0	\$0	

FY2024-2025 EDFC

Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects addressing congestion TBD			Various		\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00	TBD once exact project identified
Total Available:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00	
Total Cost:					\$ 2,498,235.00	\$ 1,998,588.00	\$ 499,647.00	
Total Remaining:					\$0	\$0	\$0	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2024-2025 CMAQ

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible CMAQ projects TBD *			Various		\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45	
Total Cost:					\$ 6,419,212.26	\$ 5,135,369.81	\$ 1,283,842.45	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2024-2025 TAP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible nonmotorized projects TBD	TBD		Various		\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99	
Total Cost:					\$ 4,326,459.94	\$ 3,028,521.96	\$ 865,291.99	
Total Remaining:					\$0	\$0	\$0	

***FY2024-2025 MDOT**

Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and Maintenance					\$ 30,108,283.50		\$ 30,108,283.50	TBD once exact project identified	Includes routine and winter state highway maintenance activities and operations (100% state funded)
Preservation					\$ 136,682,201.00	\$ 109,345,760.80	\$ 27,336,440.20	TBD once exact project identified	
					\$ -	\$ -	\$ -		
Total Available:					\$ 166,790,484.50	\$ 109,345,760.80	\$ 57,444,723.70		
Total Cost:					\$ 166,790,484.50	\$ 109,345,760.80	\$ 57,444,723.70		
Total Remaining:					\$0	\$0	\$0		

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2024-2025 Transit

Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues	Air Quality Exempt?
Bus Maintenance Capital Needs					\$ 3,473,390.00	\$ 3,473,390.00	TBD once exact project identified
Facility Expansion/Maintenance Needs					\$ 1,605,900.00	\$ 1,605,900.00	TBD once exact project identified
IT Capital Needs					\$ 1,515,000.00	\$ 1,515,000.00	TBD once exact project identified
Replacement of fixed-route buses					\$ 17,549,782.00	\$ 17,549,782.00	TBD once exact project identified
Replacement of paratransit vehicles					\$ 1,626,100.00	\$ 1,626,100.00	TBD once exact project identified
Replacement of RapidVan vehicles					\$ 252,500.00	\$ 252,500.00	TBD once exact project identified
Capitalized Operating Expense					\$ 4,040,000.00	\$ 4,040,000.00	TBD once exact project identified
Miscellaneous Capital Needs					\$ 777,700.00	\$ 777,700.00	TBD once exact project identified
					\$ -	\$ -	
Total Available:					\$ 30,840,373.00	\$ 30,840,373.00	
Total Cost:					\$ 30,840,372.00	\$ 30,840,372.00	
Total Remaining:					\$ 1.00	\$ 1.00	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2026-2035 STP Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78	
Total Cost:					\$ 137,638,088.89	\$ 110,110,471.11	\$ 27,527,617.78	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 STP FLEX								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97	
Total Cost:					\$ 18,693,564.84	\$ 14,954,851.87	\$ 3,738,712.97	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible rural projects TBD			Various		\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06	
Total Cost:					\$ 13,522,695.31	\$ 10,818,156.25	\$ 2,704,539.06	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 STP Small Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 NHPP								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible pavement preservation projects-NHS TBD			Various		\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23	
Total Cost:					\$ 10,835,586.14	\$ 8,668,468.92	\$ 2,167,117.23	
Total Remaining:					\$0	\$0	\$0	

FY2026-2035 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects addressing congestion TBD	TBD				\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39	
Total Cost:					\$ 14,089,166.97	\$ 11,271,333.58	\$ 2,817,833.39	
Total Remaining:					\$0	\$0	\$0	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2026-2035 CMAQ

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible CMAQ projects TBD*	TBD		Various		\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00	
Total Cost:					\$ 36,202,100.01	\$ 28,961,680.01	\$ 7,240,420.00	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2026-2035 TAP

Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible nonmotorized projects TBD	TBD		Various		\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83	
Total Cost:					\$ 24,399,712.78	\$ 17,079,798.94	\$ 7,319,913.83	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

Total Remaining:									
*FY2026-2035 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance			MDOT		\$ 169,800,134.00		\$ 169,800,134.00	TBD once exact project identified	Includes routine and winter state highway maintenance activities and operations (100% state funded)
M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	Knapp St	MDOT		\$ 60,000,000.00	\$ 48,000,000.00	\$ 12,000,000.00	No	Addition of 1 thru-lane on NB and SB M-37/M-44 (East Beltline Ave) and reconstruction and widening of M-37/M-44 (East Beltline Ave) bridge over I-96.
EB I-96 On-Ramp from Leonard St	Leonard St	EB I-96	MDOT					No	Relocate EB I-96 on-ramp from Leonard St to allow more space for merging between on-ramp and off-ramps to dedicated M-37/M-44 (East Beltline Ave) interchange and new EB I-96 to WB I-196 ramp. Existing weave-merge lane will tie in with relocated EB I-96 on-ramp from Leonard St.
EB I-96 Off-Ramp to WB I-196	EB I-96 (south of Leonard St interchange)	WB I-196 (near Maryland Ave overpass)	MDOT					No	Construct new off-ramp from EB I-96 (south of Leonard St interchange) to WB I-196 (near Maryland Ave overpass). Provides new access to WB I-196.
EB I-196 On-Ramp to WB I-96	EB I-196 (near Maryland Ave overpass)	WB I-96 (south of Leonard St interchange)	MDOT					No	Construct new on-ramp and bridges to WB I-96 (south of Leonard St interchange) from EB I-196 (near Maryland Ave overpass). Provides new access to WB I-96.
WB I-96	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					No	Relocation of mainline WB I-96 closer to EB I-96 (new alignment completed in 2020). Old alignment will be replaced with WB I-96 / NB M-37 collector-distributor (CD). No change in total thru lanes.
WB I-96 / NB M-37 Collector-Distributor	M-37/M-44 (East Beltline Ave)	North of Leonard St	MDOT					No	New CD lanes on I-96 EB/WB, I-196 to M-44/M-37: <ul style="list-style-type: none"> M-37/M-44 (East Beltline Ave) ramps to WB I-96 and WB I-196 will be directed to CD ramp first, then mainline system. This eliminates the cross-weaving between traffic exiting to WB I-196 from the M-37/M-44 (East Beltline Ave) interchange. CD will be used to access WB I-196 from WB I-96 CD will be used to access Leonard St from WB I-96 M-37/M-44 (East Beltline Ave) traffic will access Leonard St via the new WB I-96 CD. Addition of I-96 EB weave-merge lane between M-37/M-44 (East Beltline Ave.) and M-21 (E. Fulton St) and EB CD lanes between I-196 and M-37/M-44
**EB I-96	M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	MDOT		\$ 375,000,000.00	\$ 300,000,000.00	\$ 75,000,000.00	No	Construct new WB I-96 off-ramp to M-21 (E. Fulton St). This will include: <ul style="list-style-type: none"> New I-96 weave-merge lane between WB I-96 on-ramp from Cascade Rd to new WB I-96 off-ramp to M-21 (Fulton St) and M-21 modifications
WB I-96 Off-Ramp to M-21 (Fulton St)	WB I-96	M-21 (E. Fulton St)	MDOT		\$ 5,000,000.00	\$ 4,000,000.00	\$ 1,000,000.00	No	
***WB I-96	Cascade Rd	Bridge over Grand Rapids Eastern (GRE) Railroad, near M-37/M-44	MDOT					No	<ul style="list-style-type: none"> New thru-lane on EB/WB I-96 between Cascade Rd and bridge over GRE RR, near M-37/M-44 (East Beltline Ave). These lanes will tie in with new location of EB/WB I-96 and EB/WB I-96 CD lanes.
Preservation			MDOT		\$ 847,901,179.00	\$ 678,320,943.20	\$ 169,580,235.80	TBD once exact project identified	Includes road and bridge rehabilitation, reconstruction and/or replacement, CPM, traffic safety projects, and limited operational improvements
Total Available:					\$ 1,457,701,313.00	\$ 1,030,320,943.20	\$ 427,380,369.80		
Total Cost:					\$ 1,457,701,313.00	\$ 1,030,320,943.20	\$ 427,380,369.80		
Total Remaining:					\$0	\$0	\$0		

**All EB I-96 and I-196 projects are included in the total listed for this project

***Cost is included in projects above

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (SYTP). In addition to projects programmed in the latest MDOT SYTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT SYTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2026-2035 Transit								
Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues	Air Quality Exempt?	
Bus Maintenance Capital Needs					\$ 19,588,698.00	\$ 19,588,698.00	TBD once exact project identified	
Facility Expansion/Maintenance Needs					\$ 9,056,712.00	\$ 9,056,712.00	TBD once exact project identified	
IT Capital Needs					\$ 8,544,068.00	\$ 8,544,068.00	TBD once exact project identified	
Replacement of fixed-route buses					\$ 98,974,602.00	\$ 98,974,602.00	TBD once exact project identified	
Replacement of paratransit vehicles					\$ 9,170,633.00	\$ 9,170,633.00	TBD once exact project identified	
Replacement of RapidVan vehicles					\$ 1,424,011.00	\$ 1,424,011.00	TBD once exact project identified	
Capitalized Operating Expense					\$ 22,784,180.00	\$ 22,784,180.00	TBD once exact project identified	
Miscellaneous Capital Needs					\$ 4,385,955.00	\$ 4,385,955.00	TBD once exact project identified	
					\$ -	\$ -		
Total Available:					\$ 173,928,859.00	\$ 173,928,859.00		
Total Cost:					\$ 173,928,859.00	\$ 173,928,859.00		
Total Remaining:					\$0	\$0		

FY2036-2045 STP Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects to maintain the system in a state of good repair TBD			Various		\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47	
Total Cost:					\$ 167,780,062.33	\$ 134,224,049.86	\$ 33,556,012.47	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 STP FLEX								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible reconstruction, resurface, and expand and improve projects TBD			Various		\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25	
Total Cost:					\$ 22,787,351.23	\$ 18,229,880.98	\$ 4,557,470.25	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible rural projects TBD					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03	
Total Cost:					\$ 16,484,090.13	\$ 13,187,272.10	\$ 3,296,818.03	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 STP Small Urban								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible small urban project TBD			City of Lowell		\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Cost:					\$ 2,343,750.00	\$ 1,875,000.00	\$ 468,750.00	
Total Remaining:					\$0	\$0	\$0	

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2036-2045 NHPP								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible pavement preservation projects-NHS TBD					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81	
Total Cost:					\$ 13,208,519.05	\$ 10,566,815.24	\$ 2,641,703.81	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects addressing congestion TBD			Various		\$ 15,266,325.26	\$ 13,739,692.74	\$ -	TBD once exact project identified
					\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	
Total Available:					\$ 15,266,325.26	\$ 13,739,692.74	\$ -	
Total Cost:					\$ 15,266,325.26	\$ 13,739,692.74	\$ -	
Total Remaining:					\$0	\$0	\$0	

FY2036-2045 CMAQ								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible CMAQ projects TBD*					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58	
Total Cost:					\$44,130,158	\$ 35,304,126.32	\$ 8,826,031.58	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2036-2045 TAP								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible nonmotorized projects TBD					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12	TBD once exact project identified
					\$ -	\$ -	\$ -	
Total Available:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12	
Total Cost:					\$ 29,743,113.73	\$ 20,820,179.61	\$ 8,922,934.12	
Total Remaining:					\$0	\$0	\$0	

*FY2036-2045 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance					206,985,413.79		\$ 206,985,413.79	TBD once exact project identified	Includes routine and winter state highway maintenance activities and operations (100% state funded)
WB I-196 Off-Ramp to NB Division Ave; joint City of GR & MDOT project	WB I-196	Division Ave			\$ 25,000,000.00	\$ 20,000,000.00	\$ 5,000,000.00	No	
Preservation					\$ 1,246,526,083.00	\$ 997,220,866.40	\$ 249,305,216.60	TBD once exact project identified	
Total Available:					\$ 1,478,511,496.79	\$ 1,017,220,866.40	\$ 461,290,630.39		
Total Cost:					\$ 1,478,511,496.79	\$ 1,017,220,866.40	\$ 461,290,630.39		
Total Remaining:					\$0	\$0	\$0		

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: this list does not contain routine maintenance, road rehabilitation, or capital preventative maintenance programs and projects. Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (SYTP). In addition to projects programmed in the latest MDOT SYTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT SYTP, no open-to-traffic date is scheduled; dates indicated below are approximate. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

2045 GVMC Metropolitan Transportation Plan Projects

Projects evaluated at the MITC-IAWG Dec. 16, 2019

FY2036-2045 Transit

Project	From	To	Jurisdiction	Length	Total Cost	Transit Capital Revenues	Air Quality Exempt?
Bus Maintenance Capital Needs					\$ 23,878,515.00	\$ 23,878,515.00	TBD once exact project identified
Facility Expansion/Maintenance Needs					\$ 11,040,081.00	\$ 11,040,081.00	TBD once exact project identified
IT Capital Needs					\$ 10,415,170.00	\$ 10,415,170.00	TBD once exact project identified
Replacement of fixed-route buses					\$ 120,649,486.00	\$ 120,649,486.00	TBD once exact project identified
Replacement of paratransit vehicles					\$ 11,178,948.00	\$ 11,178,948.00	TBD once exact project identified
Replacement of RapidVan vehicles					\$ 1,735,861.00	\$ 1,735,861.00	TBD once exact project identified
Capitalized Operating Expense					\$ 27,773,788.00	\$ 27,773,788.00	TBD once exact project identified
Miscellaneous Capital Needs					\$ 5,346,454.00	\$ 5,346,454.00	TBD once exact project identified
					\$ -	\$ -	
					\$ -	\$ -	
Total Available:					\$ 212,018,305.00	\$ 212,018,305.00	
Total Cost:					\$ 212,018,303.00	\$ 212,018,303.00	
Total Remaining:					\$ 2.00	\$ 2.00	

APPENDIX C
PUBLIC INVOLVEMENT PLAN

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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

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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

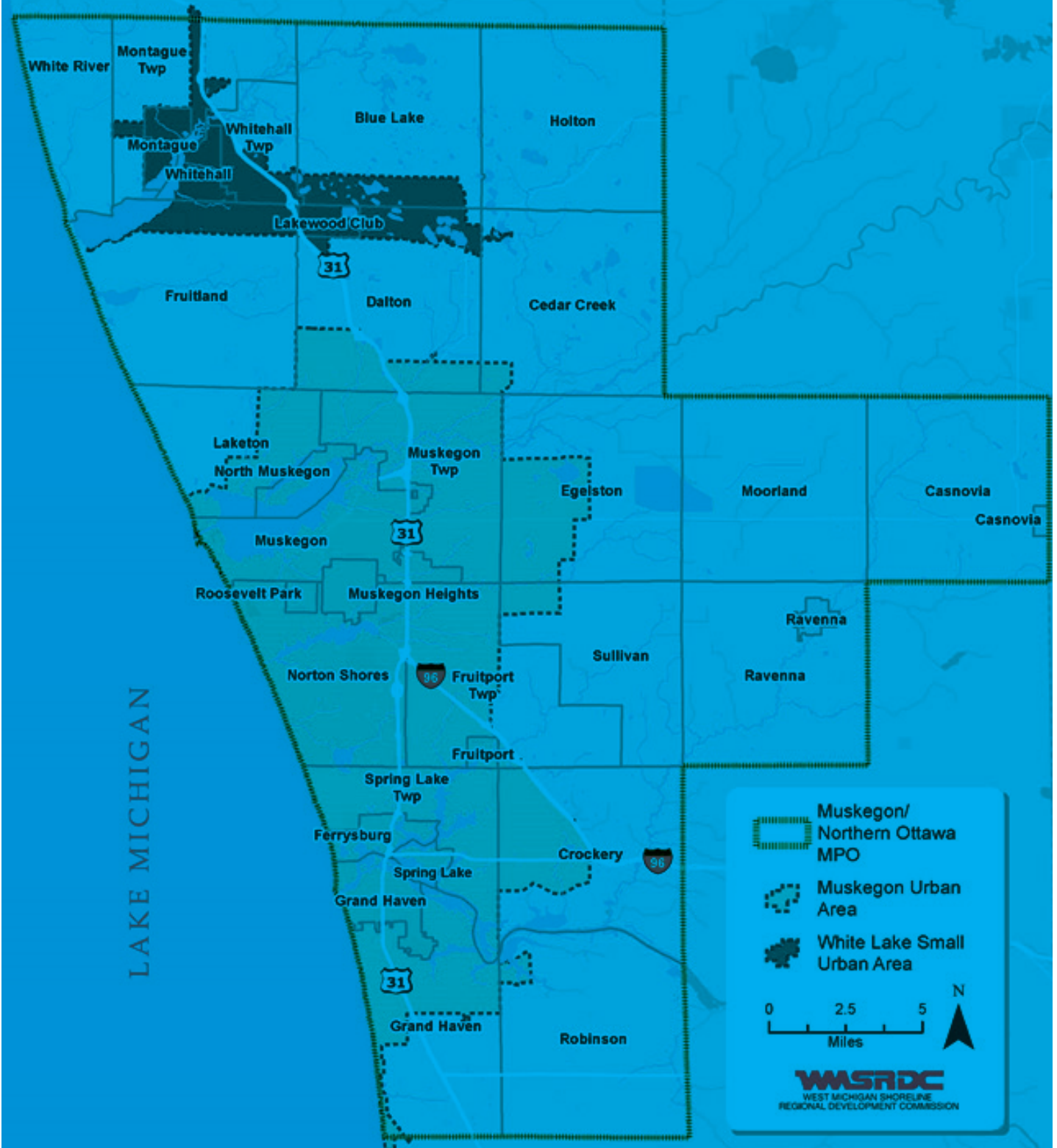
The current federal transportation act titled, Fixing America's Surface Transportation (FAST) Act, continues the emphasis placed by MAP-21 on extensive stakeholder participation. Highlights of the FAST Act requirements for public participation include:

- 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



Source: Michigan Geographic Data Library v12b Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community
Created: September 2014



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 WMSRDC. 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, WMSRDC 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	<p>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:</p> <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.	<p>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:</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 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 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 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.	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: <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



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.

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APPENDIX D
STAKEHOLDER LIST

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TRANSTAKE

Transportation Stakeholders

Library Director
Dalton Township/Twin Lake Library
3175 Fifth Street
Twin Lake, MI 49457
W: (231) 828-4188
dal@madl.org

Library Director
Egelston Township Library
5428 E. Apple
Muskegon, MI 49442
W: (231) 788-6477
ege@madl.org

Environmental Protection Agency-Reg 5
77 W. Jackson Boulevard
Chicago, IL 60604
r5hotline@epa.gov

Library Director
Fruitport District Library
47 West Park
Fruitport, MI 49415
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fruitportemail@gmail.com

Airport Manager
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news@grandhaventribune.com

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Holton, MI 49425
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hlt@llcoop.org

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APPENDIX E
SURVEY RESULTS

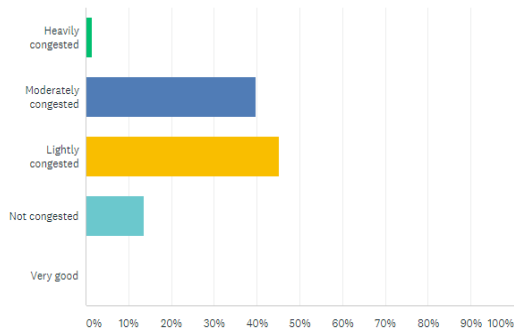
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2045 Long Range Transportation Plan Survey Results

Question #1

How would you classify traffic congestion in Muskegon and northern Ottawa Counties?

Answered: 73 Skipped: 0

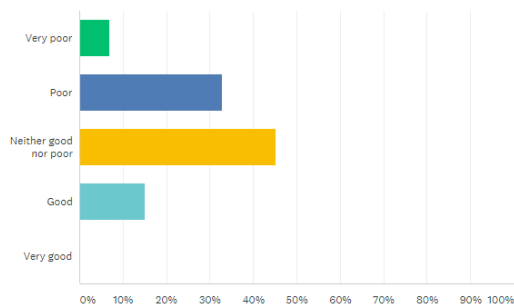


ANSWER CHOICES	RESPONSES	
▼ Heavily congested	1.37%	1
▼ Moderately congested	39.73%	29
▼ Lightly congested	45.21%	33
▼ Not congested	13.70%	10
▼ Very good	0.00%	0
TOTAL		73

Question #2

How would you rank roadway pavement condition in Muskegon and northern Ottawa Counties?

Answered: 73 Skipped: 0

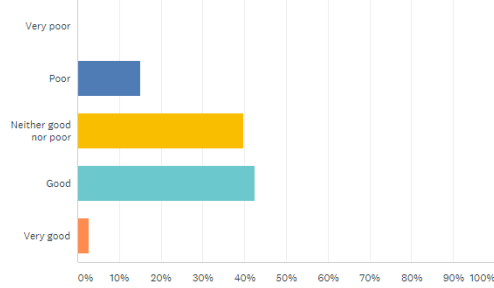


ANSWER CHOICES	RESPONSES	
▼ Very poor	6.85%	5
▼ Poor	32.88%	24
▼ Neither good nor poor	45.21%	33
▼ Good	15.07%	11
▼ Very good	0.00%	0
TOTAL		73

Question #3

How would you rank safety of roads and intersections in Muskegon and northern Ottawa Counties?

Answered: 73 Skipped: 0

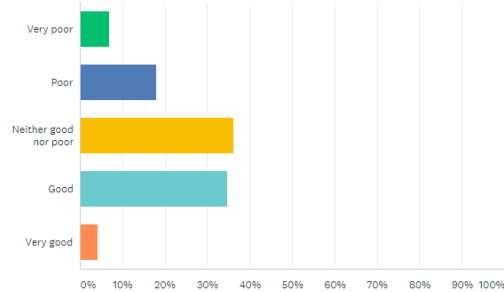


ANSWER CHOICES	RESPONSES	
Very poor	0.00%	0
Poor	15.07%	11
Neither good nor poor	39.73%	29
Good	42.47%	31
Very good	2.74%	2
TOTAL		73

Question #4

How would you rank access to the transportation system in Muskegon and northern Ottawa Counties?

Answered: 72 Skipped: 1

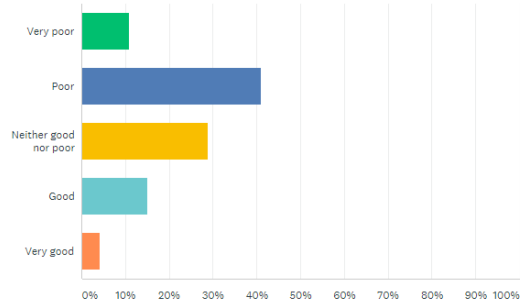


ANSWER CHOICES	RESPONSES	
Very poor	6.94%	5
Poor	18.06%	13
Neither good nor poor	36.11%	26
Good	34.72%	25
Very good	4.17%	3
TOTAL		72

Question #5

How would you rank availability and convenience of public transit in Muskegon and northern Ottawa Counties?

Answered: 73 Skipped: 0

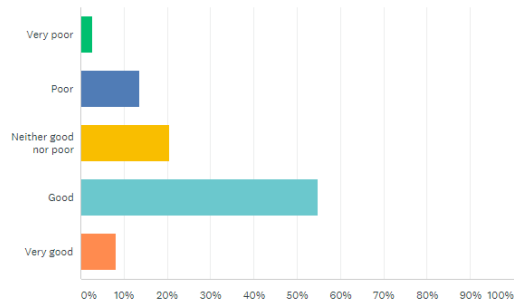


ANSWER CHOICES	RESPONSES	
Very poor	10.96%	8
Poor	41.10%	30
Neither good nor poor	28.77%	21
Good	15.07%	11
Very good	4.11%	3
TOTAL		73

Question #6

How would you rank the availability of bike paths and sidewalks in Muskegon and northern Ottawa Counties?

Answered: 73 Skipped: 0

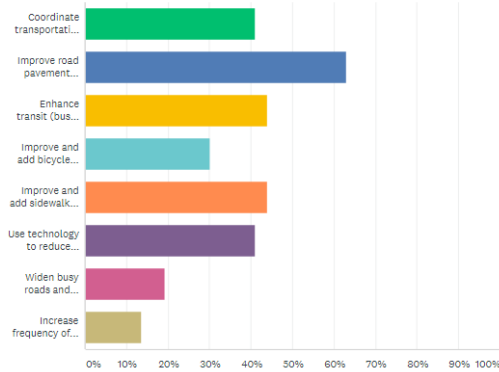


ANSWER CHOICES	RESPONSES	
Very poor	2.74%	2
Poor	13.70%	10
Neither good nor poor	20.55%	15
Good	54.79%	40
Very good	8.22%	6
TOTAL		73

Question #7

Transportation funding for the area is limited. With that in mind, please select your top three priorities where you think resources should be invested to enhance transportation for Muskegon and northern Ottawa Counties?

Answered: 73 Skipped: 0



ANSWER CHOICES	RESPONSES
Coordinate transportation and land use decisions	41.10% 30
Improve road pavement conditions	63.01% 46
Enhance transit (bus) service	43.84% 32
Improve and add bicycle lanes and bike paths	30.14% 22
Improve and add sidewalks along major roads and transit routes	43.84% 32
Use technology to reduce traffic congestion and delays	41.10% 30
Widen busy roads and interchanges	19.18% 14
Increase frequency of freight rail operation	13.70% 10
Total Respondents: 73	

Question #8

Are there other comments or concerns you think might help our efforts to develop a responsible Long Range Transportation Plan? For example, in your opinion, what are the worst three intersections in the area? Are there specific priorities you think we should consider?

Answers:

1. how to best link public transportation between muskegon and ottawa county
2. Establish interchange points and coordinate service between Muskegon Transit System and the demand response model of Harbor Transit in Northern Ottawa county.
3. Muskegon Bus System needs work, merge with Harbor Transit to improve it.
4. More walkable areas
5. We need to maintain what roads we have before investing in new ones.
6. Dedicate local funds for local road improvements and separately for improved public transportation and livable community elements (sidewalks, paths, and snow clearing).
7. Public transit improvements and connections are important to the future growth of the Muskegon/Northern Ottawa County area. Municipalities in the urban area and along major rural thoroughfares should be taking a closer look at public transit and should share in funding an improved, more efficient transit system that connects West Michigan, especially the triangle of Grand Rapids, Muskegon/Grand Haven, and Holland.
8. Thompson road between Whitehall and Montague is a major concern.
9. Wish we could get commuter rail service

10. US-31 at Sherman, Pontaluna and Airline all have difficult unprotected left turns that can be dangerous to make at peak times.
11. Reconsider street design to better accommodate all users (bike, walk, transit, etc.). Do not build/encourage the building of new roads or widening of existing ones if our current roads cannot be properly maintained with existing funding. Consider how the tax productivity of various land uses along a street either do or do not cover the long-term expenses of maintaining that street.
12. It is important to right size our roadways and consider all modes of transportation, including those who walk. Too often bigger is considered better.
13. Some of the more troublesome intersections or interchanges I notice are: I-96 at US-31, accessing US-31 from Sherman Blvd interchange, and SB 120th Ave to EB M-104 (Cleveland St). The area has been steadily growing over the past few years and I feel that the issues at these intersections and interchanges may become worse. I like how it is easy to drive in and around the downtown Muskegon area. This makes it a very attractive and accessible for out-of-towners like myself. Also, Muskegon and Grand Haven have a unique opportunity to add passenger rail service, even if it is a short-line trolley, since they have an existing railroad in each town. If it can't be done, then I would recommend preservation of the existing rail line until an opportunity exists.
14. US 31 south and 96 East entrance ramp very dangerous.
15. Make the city get rid of traffic circle to confusing
16. Muskegon Heights needs all the help they can get. They have too many priorities and not enough resources. They also need to be encouraged to rebuild roads that are narrower as they do not have the traffic they used to have. Hackley, Hoyt, Airline and Summit are prime examples, but they keep resurfacing the entire width (on Hackley). Worst intersections: Zellar and White Lake Road needs to be 4-Way Stop. Old Grand Haven Road needs to be rebuilt with curb and gutter. Broadway from Henry to Getty needs a complete reconstruction with many new utilities and can be reduced to 3 lanes like east of Getty has been done. I'd also love to see some more roundabouts utilized in Muskegon and Northern Ottawa County now that drivers are warming to them. Sherman bridge over US-31 should be widened with turn lanes for ramps. Maybe a good site for a SPUI or DDI? A lot more traffic there now with the Hospital.
17. US31 and Jackson, Grand Haven US31 and Robbins Rd Grand Haven
18. Muskegon Heights roads need serious help.
19. Road signage needs improvement (street signs mostly). Some are so faded you cannot read or the lettering is too small.
20. Replacement of the US 31 drawbridge over the Grand River in Grand Haven.
21. Not sure
22. None that I can think of.
23. The safety of intersections for pedestrians is generally poor. It is optimized for motorized vehicles (so pretty safe). I have had trouble crossing white hall road on foot (anywhere) Getting to the bike trail at the north end of the causeway. Crossing Seaway Drive and Lakeshore Drive on foot (anywhere, always feel sorry for families trying to cross at southern) Crossing Harvey Street between Sternberg and Pontaluna on foot or bike is deadly. Worst intersections in a car - southbound light at Seaway and Lakeshore Drive (in front of United Way) is many minutes with NO CROSS TRAFFIC- WHY SOOO LONG? Intersection at Harvey and Sternberg was made completely confusing and no better with all of the extra turning lanes and offset lights. Light Rail to Holland (to connect to Chicago) would be fabulous.
24. MDOT should move forward on it's plan to put in a dedicated right turn lane on west bound traffic at Jackson and Beacon in GH.
25. None
26. 1. Public transit is non existant. I should not have to take a class yo ride the bus. Information on relevant bus service should be posted on each bus line. I should be able to google available public transportation options. "Go bus" should be available within an hour...not weeks. Subsidized transportation should be available based on need. Issue refillable transportation cards to eligible riders. 2. Seems there should be programable options for lights at intersections to allow variable wait times based on density of traffic. Traffic circles seem to work but waiting and stopping areas need to be made available in front of public buildings for pick up and discharge of passengers. 3. Snow removal is imperative and is essential in any traffic plan. Sidewalks and bus stops must be cleared in a timely manner. Plows should not be allowed to push snow into public walkways. Dumps trucks have

been used for years in civilized communities. 4 walking is the best and healthiest mode of transportation and should always be given priority.

27. Enhance and expand public transportation, connect MATS and Ottawa bus lines, clean/clear bus stops in the winter, assure riders with disabilities have appropriate and accessible areas for getting on and off the bus. Reliable and affordable public transportation is fundamental to both economic and social /political advancement. Segregation and isolation of low income communities creates economic inequities and perpetuates ableism, ageism, racism which diminish the quality of life for all of us.
28. Take traffic counts that include volume AND speed, as speed limits on roads are set according to the 85th percentile.
29. There are a few intersections in Grand Haven which do not have a left hand turn lane on 31. Also, the left hand turn going west on Park needs to be extended. This slows/stops traffic frequently due to middle school traffic. NEVER take out the medians all together. Just add or make longer.
30. Changing Muskegon bus system to city of MKG Hts to city of MKG only. USE SMALL BUSES
31. We need more paratrasit services. Persons with disabilities need transportation to work.
32. US-31/I-96 intersection has frequent back-ups and doesn't seem to be designed really well (for example, on SB US-31, you go around a curve and then have to immediately exit for EB I-96; you actually leave the highway to get from NB US-31 to EB I-96).
33. Provide more park and ride parking and additional connecting routes near public and recreational infrastructure.
34. The interchange at 31 and 96. The congestion and accidents on this same stretch at the river flats. Apple Avenue and Mill Iron Road.
35. None
36. First, I don't think it's a fair survey. Northern Ottawa County and all of Muskegon County are dramatically different and ultimately under different jurisdictions, different funding, etc. Ottawa has far better roads than Muskegon, and far more non-motorized opportunities. Further, Ottawa experiences far more tourism traffic than Muskegon, which causes fluctuations in congestion. I wouldn't classify the area as congested during the off-season, but incredibly congested during the tourism season. In #7, I wish you would have asked about bridge repair--that's more important than some of the others. Worst intersection = Jackson & US-31 in Grand Haven; but the solution should not be widening the roads more and taking out the boulevard islands. That's the old school mentality...it'd be nice to be a little more intuitive, thoughtful, and creative. Look at Chuck Marone from Strong Towns, he is phenomenal at solving these kind of problems. Another intersection, that probably won't make anyone's list = US-31 and Robbins Road. SB-31 is already way over capacity per a 2018 traffic study, and LOS is an E or F during peak hours too.
37. Infrastructure improvements including roads and bridges
38. Remove traffic signals that do not meet warrants
39. No

Question #9 on the survey pertains to respondents contact information if they desired to be added to the Interested Citizens/Agencies list. These results are not included here.

Question #10 on the survey pertains to contact information regarding the random drawing of a Meijer gift card for completing the survey. These results are not been included here.

APPENDIX F
PUBLIC COMMENTS

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Public Comments Made During Development of 2045 LRTP

Comment made by Darma Canter, Interested Citizen:

Hi, Amy

I think there are several problems with the survey language and layout. I'm not sure the tool will provide usable information from a broad range of experiences. For example, I couldn't submit the survey until I marked three of the available priority statements, but in truth only one item on the list was a priority to me. Adding a box for 'other' or 'none of the above' or instructions to number 1,2,3 priorities might allow for more divergent voices.

Also you could collect some optional demographic data to assure the survey reaches a representative sample of the entire area. Some people want to be anonymous and including name and contact info may disenfranchise those individuals. Giving personal info can be an option, but not required for submission. I think any long range planning benefits from inclusion; like the US census debate some people feel vulnerable and exposed.

I forwarded the survey to a few people and I'll let you know if there are other comments /concerns.

Thank you for including me,
Darma

Comment made by Jereme Vanden Heuvel, Rehabilitation Counselor for Bureau of Services for Blind Persons:

Good afternoon, I would like to be added to the update email list. Thank you in advance.

Jereme Vanden Heuvel, LMSW
Rehabilitation Counselor
Bureau of Services for Blind Persons
State Office Building
350 Ottawa Ave., NW, 4th Floor
Grand Rapids, MI 49503
Office: 616-356-0186
Cell: 616-401-5519
Vandenheuvelj4@michigan.gov

Comment made by Darma Canter, interested citizen:

To: WMSRDC MPO
Re: Public Comment

Nov 7, 2019

I am unavailable to attend the meeting today. Please read my comment into the record.

I am concerned that no action has been taken regarding my previous comments about LEP discrimination. The materials presented for public communication are not effective because their format is not comprehensible to the general public.

The survey distributed this quarter was inadequate to gather information, values and priorities from all the people impacted by the LRTP / TIP

I am concerned that the plans developed are directed at spending the money and not at creating a vision for a transportation system that addresses the racial and economic inequities in the region. Public Transit is necessary for an expanding economy but the plan doesn't identify or address the needs of non-drivers; minorities, seniors and disabled residents.

I expect to receive a response from my comment / request of the policy committee to develop a policy statement or position paper addressing the need to expand and enhance our public transportation system to insure environmental justice. I look forward to hearing from you.

Respectfully,
Darma J Canter
1898 Orshal Rd
Muskegon MI 49445

Verbal Comments Received

Darma Canter, an interested citizen, met with WestPlan staff and WMSRDC executive director on August 14, 2019. The lengthy conversation focused on public transit issues, ADA accessibility, and the complex nature of WestPlan federally required transportation documents such as the LRTP and TIP. West Plan response: We will make sure that your comments are duly noted to the MPO committees and will work with you to attempt to make documents seem less complex.

Public Comments Made During Public Review Period

Comments made during the Public Review period are included on the following pages.

From: canter2000@aol.com
To: [Haack, Amy](#); [Fitzpatrick, Joel](#)
Subject: Canter Public Comment on Long Range Transportation Plan
Date: Tuesday, March 31, 2020 8:42:06 PM
Attachments: [WMSRDC 20_yr_olan_comment_attached.docx](#)

WARNING: This email originated outside of the Muskegon County email system!
DO NOT CLICK links if the sender is unknown.
NEVER provide your User ID or Password.

The Muskegon and Northern Ottawa County Metropolitan Planning Organization (MPO) draft Fiscal 2045 Long Range Transportation Plan (LRPT) is available for public comment.

I have attached a word document. The easiest way for me to approach this complicated LRPT was to comment on the document itself but the file was too large for me to send back through email. I transferred the comments to the word doc. I'm sorry they don't make sense separated from the LRPT text. I am happy to discuss my concerns in more detail and to clarify issues and any questions. Good Luck. Call me if it is undecipherable.

Darma J Canter

When using images in your documents, they are not accessible to screen readers and many people don't have the professional Adobe program to edit or manipulate your pdf to remove images or unneeded pages. For inter-agency purposes the large files may not be a problem but for the public's use you need to reduce the size of the maps and other images. Some tables are in image format and the computer cannot read the content.

-----Original Message-----

From: Haack, Amy <AHaack@wmsrdc.org>
To: Haack, Amy <AHaack@wmsrdc.org>
Sent: Wed, Mar 18, 2020 3:49 pm
Subject: Public Comment on Long Range Transportation Plan

Federally Required Public Comment Period for the 2045 Long Range Transportation Plan

The Muskegon and Northern Ottawa County Metropolitan Planning Organization (MPO) draft Fiscal 2045 Long Range Transportation Plan (LRPT) is available for public comment.

The draft 2045 LRTP plan is available here. <https://wmsrdc.org/comment-on-the-2045-long-range-transportation-plan/>

LRPT public comment, April 1, 2020

Pg. 20 add: subsidized public transportation as need

Pg 19 what role will public transportation, MATS, play in achieving this goal

Pg. 27

Public transit is an important transportation mode in our community. The public transit agencies in the MPO operate services within the financial constraints presented and, like the road agencies are continually seeking opportunities to improve and to secure additional resources where available. Current and future transit studies will help to identify specific projects.

the statement above is wholly inadequate

With regard to the county transit service, the MATS users reject the statement "financial constraints" Bus service is an essential service for seniors, veterans, and low-income families. The community does not accept the premise that county doesn't have an obligation to finance and maintain subsidized transit. For bus users any reduction of service or elimination of existing door to door handicap service will constitute discrimination because it would fall most heavily on minority communities,

The consultant's recommendations would literally trap seniors and the disable in their residential facilities scattered across Muskegon County. Citizens have advocated for MATS to 'expand and enhance service' and county residents expect to have equal consideration in the allocation of our tax supported budget.

Pg 29 how do you measure the success of your public participation using these tools/?

Pg 31 this plan did not produce results

Pg 38 map gives a false impression. between Montague and Fruitport Township the areas designated as MATS is much larger than the actual service area.

Pg 39 misleading It may be important to include the county's effort to reduce service and eliminate Go-Bus to paratransit 1/4 mile on each side of limited fixed rout

Pg. 40

incomplete statements give a false impression. All the providers named are not available to the entire community. These transit providers work by contract for specific agencies and the riders are clients /consumers/ recipients of those system. For example, Pioneer Resources works for the local mental health agency and only transports people to and from authorized activities.

Age Well only transports people enrolled in the Medicaid Dual Eligible program.

This segregates the riders while denying people with the same physical or mental disabilities the transportation they need.

And you mean to say 5% of 500,000 people

Pg 50 quarters not explained, overall loss of population

Pg. 59 the public participation on this important issue has been one-way only. MATS and the consultant talk at bus riders and community members, the survey was not designed to collect usable data.

The public does not support the recommendations of Four Square. When the consultant's contract for \$150,00 includes the county's desired conclusion it wasn't actually intended to meet the needs and priorities of the public.

Poverty in Muskegon County is higher than other counties in Michigan and the government should not solve financial shortfalls by terminating county wage employees for a contracted service that will pay drivers less, a lot less. We cannot leave the working poor out of our MPO strategy for a better economy.

Pg. 60 Expand and enhance subsidized public transportation to achieve the stated goal. It is confusing that all the environmental and social science tells us public transit is a good investment. You must address this public priority!

Pg. 87 I am hoping you acknowledge the list here is racial and ethnic and does not identify other self-identifying minorities such as the disability community, seniors, veterans, religious affiliations and gender-identity minorities. Unfortunately, poverty is closely related to discrimination and the segregated communities in MPO are highly visible.

Pg 88 do we live in the same county? And the county proposal eliminates access by abandoning the routes in neighborhoods. We hope the proposal currently on the table will be rejected; it has many obstacles to access.

Pg. 89 the county proposal eliminates access by abandoning the routes into neighborhoods. We hope the proposal currently on the table will be rejected; it has many obstacles to access.

Pg 91 the county proposal eliminates access by abandoning the routes in neighborhoods. We hope the proposal currently on the table will be rejected; it has many obstacles to access.

Pg 108 more detail

March 25 open house was not "open" due to statewide stay at home order

To: WMSRDC MPO
Re: Public Comment

Nov 7, 2019

I am unavailable to attend the meeting today. Please read my comment into the record.

I am concerned that no action has been taken regarding my previous comments about LEP discrimination. The materials presented for public communication are not effective because their

format is not comprehensible to the general public. *I didn't find any accessible documents to support LEP requirements in Title VI*

The survey distributed this quarter was inadequate to gather information, values and priorities from all the people impacted by the LRTP / TIP *I expected to see this data, but it wasn't part of the draft document.*

I am concerned that the plans developed are directed at spending the money and not at creating a vision for a transportation system that addresses the racial and economic inequities in the region. Public Transit is necessary for an expanding economy, but the plan doesn't identify or address the needs of non-drivers; minorities, seniors and disabled residents. *Still not articulated in measurable goals. We, the public, need to be sure what principles and values are driving the MPO planning.*

I expect to receive a response from my comment / request of the policy committee to develop a policy statement or position paper addressing the need to expand and enhance our public transportation system to insure environmental justice. I look forward to hearing from you. *I received a reply from Erin Kuhn but it doesn't appear to be applied to the plan or the process.*

Respectfully,
Darma J Canter
1898 Orshal Rd
Muskegon MI 49445

WMSRDC LPRT Public Comment
Muskegon County MATS

April 2, 2020

Commissioners and administrators who want Muskegon County to be a good place to live must consider the impact of their policies and practices. We can't expect change and continue to do what we've always done. The MATS proposal is an issue that reveals institutionalized discrimination, and it is an opportunity to develop a more democratic and equitable process for decision-making.

When I say discrimination, I mean racism, sexism, ableism, ageism and other minority identities targeted for inequality. You propose a public transportation plan that will make life much more difficult for Muskegon's minority communities. I believe that is discrimination and represents a Title VI violation. Title VI is attached to federal and state transportation contracts; it clearly states DOT funds cannot create disparity or an adverse impact on minority communities. Environmental and Economic Justice is defined as your recipient responsibility.

Residents who use our system of social services are pressured to go to work, volunteer and be productive members of society, but now you propose to take away their only means of getting to work. You invest thousands in health and wellness, but your proposal would cut off links to nutrition, healthcare and exercise. The MATS proposal will impact Seniors, the Disabled, Veterans and low-income families who deserve to benefit from county dollars dedicated to public transportation. It is discrimination to think this vital link to community is optional or assume bus users have alternatives.

The MATS proposal should reflect the needs of county residents, taxpayers and the local economy. Bus users believe the systems should make changes to improve public transportation throughout the county, including:

- Create a "Rider Advisory Committee" in alignment with DOT best practices,
- Develop a means of collecting rider satisfaction data and a customer complaint process that leads to performance improvement,
- Increase services on weeknights and weekends,
- Design routes to include senior residences, assisted living facilities, and low-income housing complexes,
- Put bus stops and passenger shelters in locations identified by rider data,
- Maintain sidewalks and curb cuts at bus stops,
- Continue paratransit Go Bus service to the entire county,
- Make routes available to public beaches, parks and other recreational venues,
- Create a transfer station that intersects with Harbor Transit,
- Improve vehicle maintenance, driver education and supervision to improve customer relations,
- Ensure MATS drivers have wages and benefits that support quality services and
- Use our taxpayer dollars to support income stability and increase equity. Do not use my tax dollars to ensure low wage workers or transfer public funds to private corporations.

Commissioners articulate community values in policy and budgets. We are not all equal, we have important differences, except in our identity as citizens. Our governmental entities must weigh out the impact of their decisions in a manner that treats every resident as valuable and deserving of their attention. Discrimination and inequality will occur until we choose to see it in our actions.

Darma J. Canter
1898 Orshal Rd, Muskegon MI 49445

Residents who use our system of social services are pressured to go to work, volunteer and be productive members of society, but now you propose to take away their only means of getting to work. You invest thousands in health and wellness, but your proposal would cut off links to nutrition, healthcare and exercise. The MATS proposal will impact Seniors, the Disabled, Veterans and low-income families who deserve to benefit from county dollars dedicated to public transportation. It is discrimination to think this vital link to community is optional or assume bus users have alternatives.

Muskegon Area Transit is described by the county as a “self-sustaining program.” They county has not allocated funds from the county revenue, historically. In the last couple years federal, state, cities and townships, with rider fees has been inadequate to fully fund MATS.

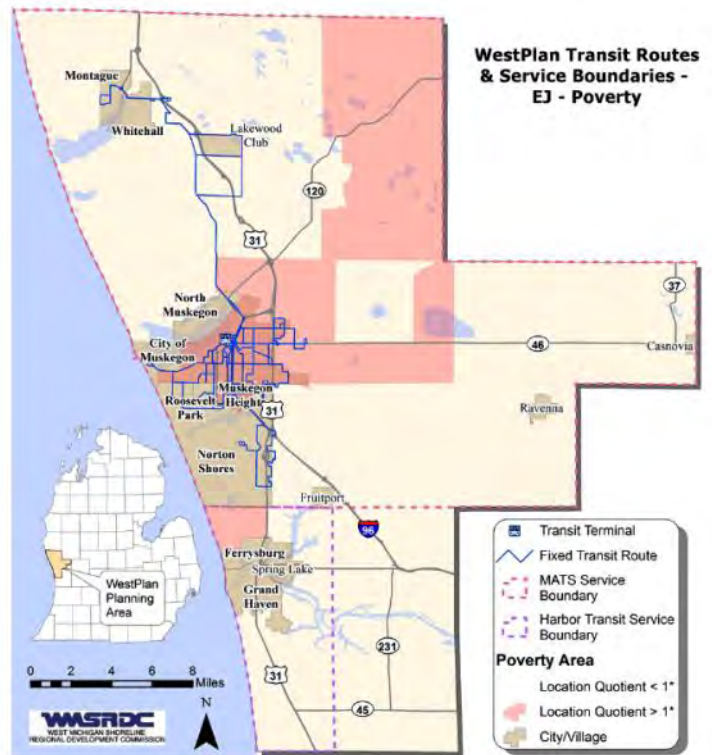
The county spent \$150,000. for a consultant’s analysis and recommendations. The images are from the report / proposal.

The proposed changes include eliminating county wide Go-Bus service (para-transit) and eliminating neighborhood stops, excluding public access to Lake Michigan, and contracting “on demand” services.

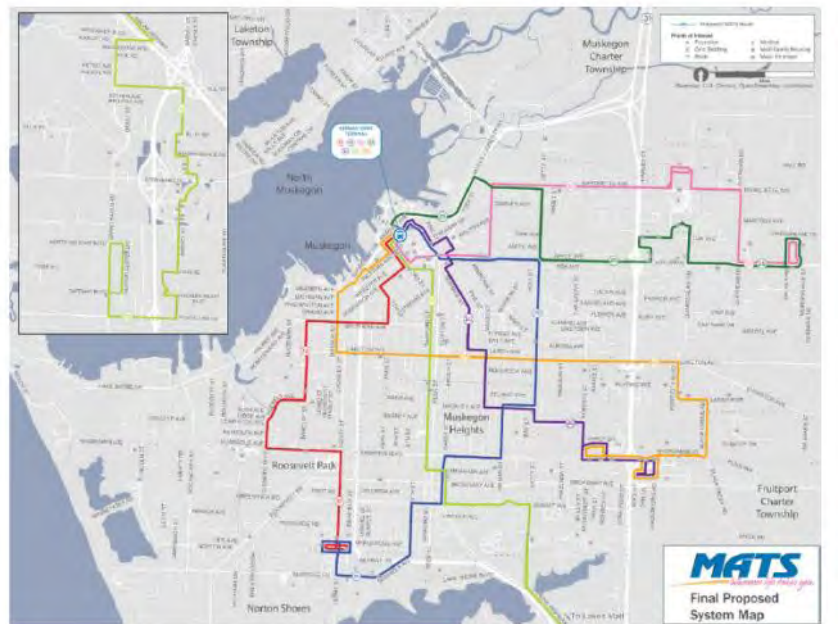
We strongly object to using public funds to pay a private corporate contractor to replace MATS drivers, paid county wages /benefits, with lower wage workers. The county poverty rate is between 15 and 20% but the central city’s poverty rate is 40%. Income inequality maps of Muskegon should be evaluated for segregation of disadvantaged populations.

Seniors, the disabled and low income families live throughout the county, but the proposed transit changes will leave out Senior residential facilities and mobile home parks. The exclusion of minority communities is not in their interest or the public.

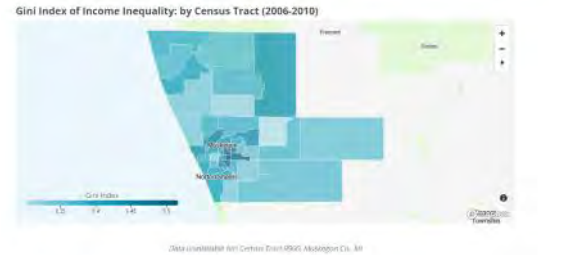
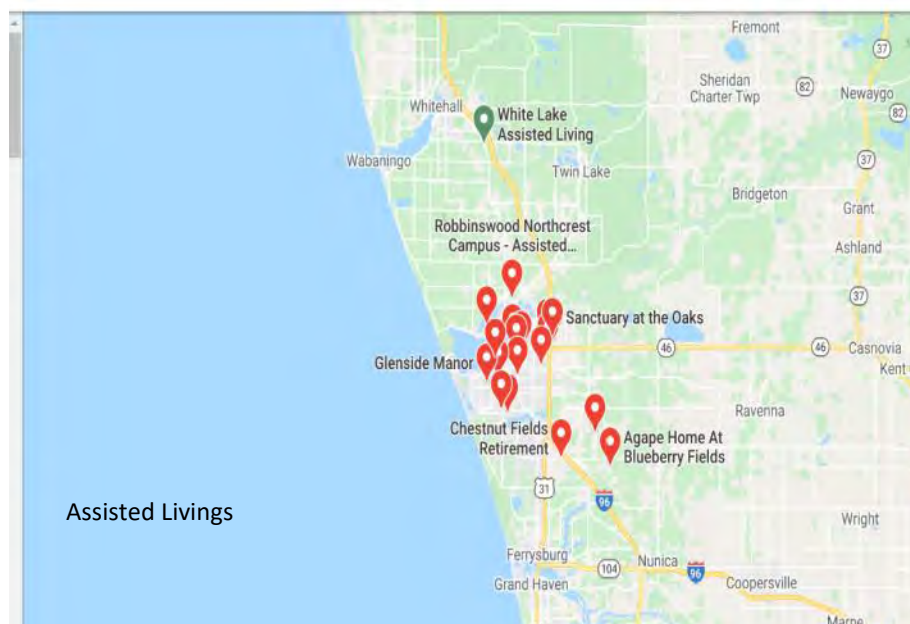
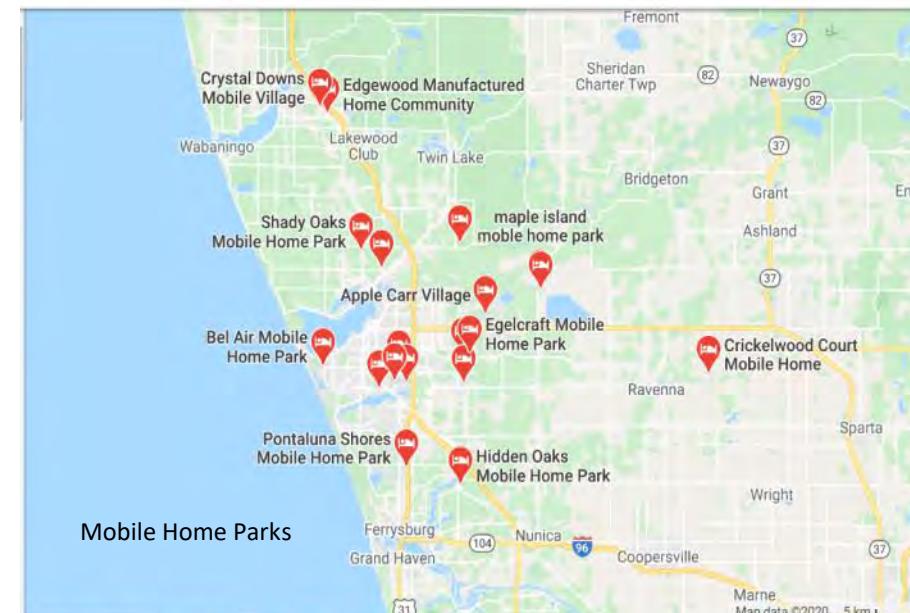
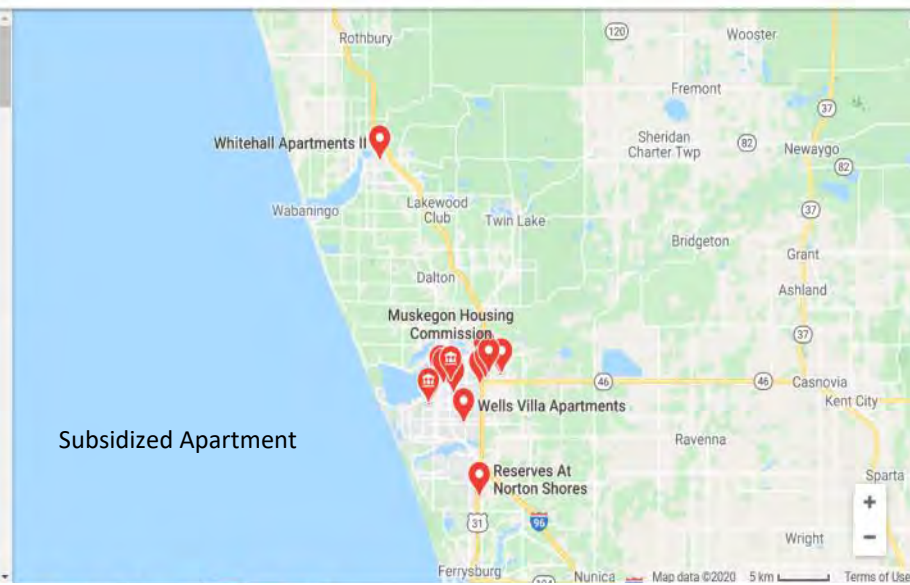
Figure 17: Transit Service Areas and Minority Areas



Map above is included in LRPT and the map below shows the proposed reduction in services. The proposal would significantly impact minorities communities; including, race, gender, sexual orientation, national origin, color, age, political affiliation, ethnicity, religion, and disability.



Identifying minority communities referencing other poverty indicators



<https://www.livestories.com/statistics/michigan/muskegon-county-gini-index-income-inequality>

Figure 14: Impoverished Areas and Improve and Expand Projects

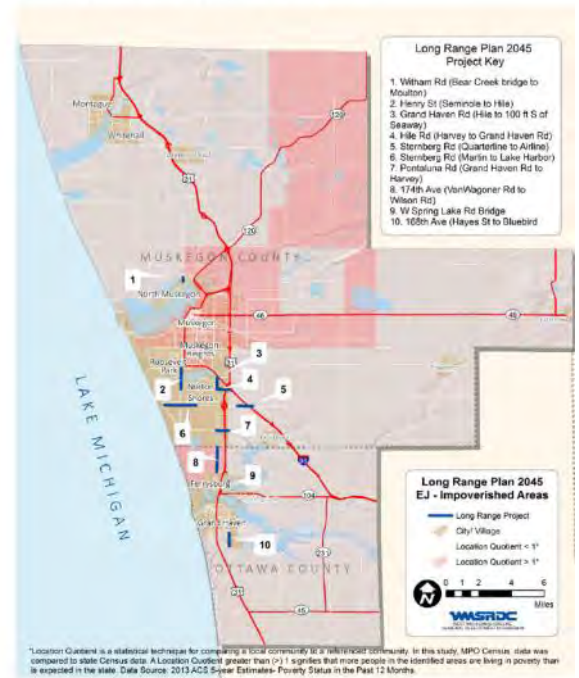
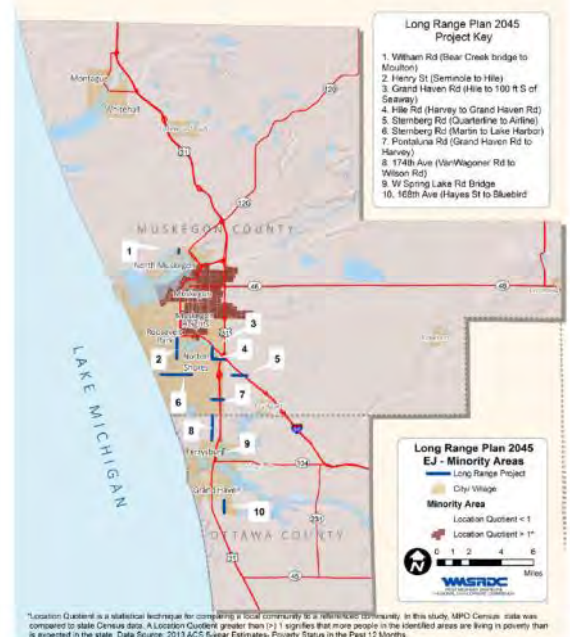


Figure 16: Improve and Expand Projects and Minority Areas



APPENDIX G
SYSTEM PERFORMANCE REPORT

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WestPlan System Performance Report

March 2020

DRAFT



**WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION
(WMSRDC)**

The WMSRDC is a regional council of governments representing 127 local governments in the West Michigan counties of Lake, Mason, Muskegon, Newaygo, Oceana, and northern Ottawa.

The mission of WMSRDC is to promote and foster regional development in West Michigan... through cooperation amongst local governments.



Bonnie McGlothin, Chairperson
Dale Nesbary, Vice Chairperson
Charles Lange, Secretary

Erin Kuhn, Executive Director

Project Staff:

Brian Mulnix, Program Manager
Jamie Way, GIS Specialist

316 Morris Avenue - Suite 340 - - Muskegon, MI 49440

Telephone: 231/722-7878

www.wmsrdc.org

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WestPlan MPO System Performance Report

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

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

Federal legislation requires that transportation long range plans include a system performance report and subsequent updates to evaluate the condition and performance of the transportation system with respect to the adopted performance targets. The information should include progress achieved by the MPO in comparison with system performance baseline data. This document is intended to fulfill this federal requirement, and with the

recent introduction of performance reporting, there is not a lot of specific data to draw baseline numbers at this point. However, the WestPlan MPO has incorporated performance based planning into the MPO process for many years through a variety of multimodal transportation projects that have been programmed by MPO agencies.

The WestPlan MPO System Performance Report will outline the targets and discuss how the MPO is working toward meeting the targets based on planning and projects. There are also examples of projects that have been programmed to address these targets. Information provided in this document is used to evaluate and guide decisions for future transportation investments.

The WestPlan MPO works closely with federal, state, and local member agencies, as well as the public and other stakeholders to establish targets based on the federally required areas of focus. The WestPlan MPO has elected to adopt targets set and developed by the State of Michigan for all of the focus areas outlined in the legislation. The monitoring and analysis of data related to the targets will be an important component of the evaluation of meeting performance-based planning goals for the MPO area.

Safety Performance

On September 6, 2019, the Michigan Department of Transportation (MDOT) reported to Michigan’s metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2020. On December 18, 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 1 provides the Michigan State Safety Targets for Calendar Year 2020.

Table 1: Michigan State Safety Targets - Calendar Year 2020

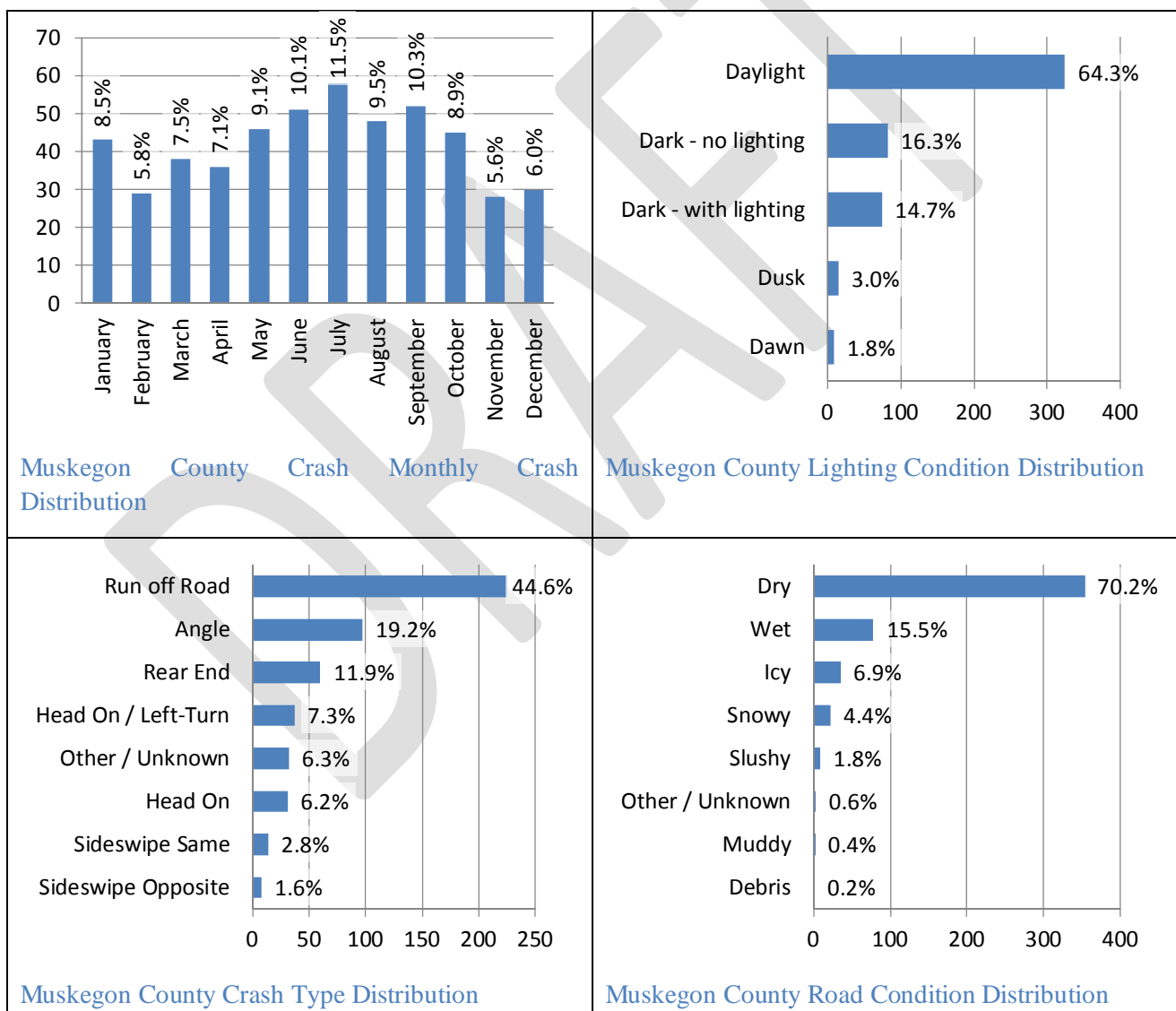
Safety Performance Measure	Baseline Condition (2018)	Calendar Year 2020 State Safety Target
Fatalities	987.4	999.4
Fatality Rate	.99	.97
Serious Injuries	5,415.6	5,520.4
Serious Injury Rate	5.41	5.34
Non-motorized Fatalities & Serious Injuries	742.4	735.8

In 2017, a traffic safety plan was completed for the five county region of the West Michigan Shoreline Regional Development (WMSRDC) by a consultant retained by MDOT. Rather than identify specific projects, the 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.

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 58% 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. **Figure I** 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 1: Muskegon County Crash Distribution



The FY 2020-2023 Transportation Improvement Program (TIP) includes several projects which are anticipated to impart safety benefits to the transportation system which are illustrated below in **Table 2**.

Table 2: 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	Lakeshore Drive @ Beach	Construct Roundabout	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	M-46	Signal modernization @ (6) locations	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

In addition to the specific projects listed in *Table 2*, WestPlan will continue to contribute to achieving the safety targets by working with state and local partners and programming projects that will move toward meeting those targets. As a small MPO, WestPlan local agencies apply annually for consideration of funding for safety projects from a statewide pool of safety funds. Project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. WestPlan supports the local agencies and assists them with the application process. Once awarded, projects are amended into the TIP. In addition, WestPlan will continue to implement the safety plan and work with state and local agencies to identify potential safety related projects and to support educational campaigns. These actions will help the MPO and state move toward the agreed targets.

Pavement and Bridge Condition

Bridge

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

The MPOs will establish targets by either supporting MDOT's statewide target(s), or defining a target unique to the metropolitan area each time MDOT sets a target. WestPlan supports the maintaining of NHS and local bridges within its area. However, bridge funding is administered at the state level by MDOT. MDOT evaluates bridges on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios. In 2016, only 89 of 363 submitted local bridge projects could be funded due to budget constraints. As of June, 2017, approximately two 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 percent of NHS bridge deck area under their jurisdictions in poor condition. This exceeds the penalty threshold of no more than 10 percent 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 10percent threshold, at 9 percent 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.

On May 21, 2018, the Michigan Department of Transportation (MDOT) reported to Michigan's MPO's 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.

Pavement

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

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

MDOT has established 2-year and 4-year targets for a 4-year performance period for pavement condition on the NHS in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. There are a total of three progress reports due within the 4-year performance period: a baseline performance report was published on October 1, 2018; a mid-performance period progress report due October 1, 2020; and a full performance period progress report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: percent of interstate road pavement in “good” condition; percent of interstate road pavement in “poor” condition; percent of non- interstate NHS pavement in “good” condition; and percent of non-interstate NHS pavement in “poor” condition. *Table 3* shows the WestPlan supported targets for pavement and bridge condition:

Table 3: State of Michigan Pavement and Bridge Condition Targets

Measure	Baseline Condition	Target
Percent of pavements on the Interstate system in “good” condition	56.8% (2017)	4-year: 9% decrease to 47.8%
Percent of pavements on the Interstate system in “poor” condition	5.2% (2017)	4-year: 4.8% increase to 10%
Percent of pavements on the Non-Interstate NHS in “good” condition	49.7% (2017)	2-year: 3% decrease to 46.7% 4-year: 6% decrease to 43.7%
Percent of pavements on the Non-Interstate NHS in “poor” condition	18.6% (2017)	2-year: 3% increase to 21.6% 4-year: 6% increase to 24.6%
Percent of NHS Bridges classified as in “good” condition	33% (2018)	4-year: 6.8% decrease to 26.2%
Percent of NHS Bridges classified as in “poor” condition	10% (2018)	4-year: 3% decrease to 7%

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

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

The FY 2020-2023 TIP includes several projects which are anticipated to help the state meet the proposed targets for pavement and bridge condition. See **Table 4** below:

Table 4: FY 2020-2023 TIP Specific Pavement and Bridge Improvement Projects

Year	Project	Description	Benefit
2020	US-31	M-46 to Hile Road, and ramps at M-120, White Lake Drive, Russell Road, Colby Road, and Fruitvale Road	Pavement Improvement
2020	M-45- 120 th Ave to 96 th Street	Resurface	Pavement Improvement
2021	104 th Avenue- M-45 to North	Resurface	Pavement Improvement
2021	US-31 BR	Dowling Street to Stanton Blvd	Pavement Improvement
2022	Terrace Street- Shoreline Drive	Reconstruct	Pavement Improvement
2020	US-31 SB	Bridge over White River- Rehab	Bridge Improvement
2021	US-31 N	Bridge over Grand River- Bridge rehab	Bridge Improvement
2021	US-31	(4) Bridges along US-31 Corridor- Bridge rehab	Bridge Improvement
2022	I-96	Bridge over Hile Road- Rehab	Bridge Improvement
2022	I-96 EB	Bridge over Norris Creek- Rehab	Bridge Improvement
2022	M-104	Bridge over Spring Lake Channel- Rehab	Bridge Improvement
2023	US-31 BR	Bridge Replacement	Bridge Improvement
2023	US-31 NB	Bridge Overlay- Riley Thompson Road	Bridge Improvement
2023	US-31 BR	NB over Black Creek	Bridge Improvement

WestPlan will also continue to monitor the pavement conditions of state and local owned roads within the MPO as well as region wide, through the annual Pavement Surface Evaluation and Rating (PASER) system. The

system, under the guidance of the Michigan Transportation Asset Management Council (TAMC) and is part of Michigan's ACT 51 (P.A. 499 in 2002 and 199 in 2007) is his legislation that provides a means for road agencies to annually report the mileage and condition of the federally funded road and bridge system under their jurisdiction. In addition, the MPO also collects local data for road agencies throughout the MPO and region using the same method. *Table 5* describes the PASER rating system, and the results of the current data collection are shown on the following pages.

Table 5: PASER Rating System

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Muskegon County Road Ratings

In 2019, WMSRDC staff, along with representatives of the Muskegon County Road Commission (MCRC) and the Michigan Department of Transportation (MDOT), assessed the condition of 100 percent of Muskegon County's federal-aid eligible roads using the PASER road rating system, instead of the 50 percent requested by the State of Michigan Asset Management Council.

Approximately 628 miles of federal-aid eligible roads were rated for this project in 2019. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project. The Asset Management Council has prescribed a fix for each of the PASER rating categories:

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

2019 Results for Muskegon County PASER

PASER Rating Prescribed Fix Miles / Percent of Total Miles Rated

8-10 Routine Maintenance 142.066 miles (22.60%)

5-7 Capital Preventative Maintenance 337.026 miles (53.61%)

1-4 Structural Improvements 149.568 miles (23.79%)

Figure 2: 2019 Muskegon County PASER Ratings

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Ottawa County

Northern Ottawa County is part of the WestPlan MPO which is administered by the WMSRDC. In 2019, WMSRDC staff, along with representatives of the Ottawa County Road Commission (OCRC) and the MDOT, assessed the condition of 100% of Ottawa County Road Commission's federal-aid eligible roads in Spring Lake Township, Grand Haven Township, Robinson Township, and Crockery Township using the PASER road rating system. Even though only 50% of the federal aid network is required by the State of Michigan, the Ottawa County Road Commission requested that 100% be rated in 2019.

Approximately 136 miles of federal-aid eligible roads were rated for this project in 2019. The following summarizes the distribution of ratings by mileage and percentage of the total for all roads rated in the project. The Asset Management Council has prescribed a fix for each of the PASER rating categories:

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

2019 Results for Ottawa County PASER

PASER Rating Prescribed Fix Miles / Percent of Total Miles Rated

8-10 Routine Maintenance 45.611 miles (33.38%)

5-7 Capital Preventative Maintenance 63.055 miles (46.15%)

1-4 Structural Improvements 27.973 miles (20.47%)

Figure 3: 2019 Ottawa County PASER Ratings

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System Performance and Freight Reliability

On May 21, 2018, the MDOT reported to Michigan’s MPO’s that it had set reliability targets for calendar year 2020. On September 19, 2018, the WestPlan Policy Committee voted to exercise its option to “support the state targets” for the bridge, pavement and reliability performance measures. **Table 6** shows the supported targets for FY2020:

Table 6: State of Michigan System Performance and Freight Targets

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

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

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

The FY 2020-2023 TIP includes several projects which are anticipated to help the state meet the proposed targets for System Performance and Freight. See **Table 7** on the following page.

Table 7: FY 2020-2023 TIP Specific System Performance and Freight Projects

Year	Project	Description	Benefit
2020	M-104- Spring Lake Channel to Lake Avenue	Capital Preventative Maintenance (CPM)	Reliability
2020	US-31- M-45 to Comstock Street	Capital Preventative Maintenance (CPM)	Reliability
2021	US-31 BR- Dowling Street to Stanton Blvd	Capital Preventative Maintenance (CPM)	Reliability

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

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

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

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

Congestion Mitigation and Air Quality

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

Public Transportation

There are two public transit providers in the WestPlan area; Muskegon Area Transportation System (MATS) and Harbor Transit Multi-Modal Transit System (HT). Both are direct recipients of funds from the Federal Transit Administration (FTA). As such, MATS and HT are identified as tier II recipients under the current federal legislation and have developed state of good repair targets. Federal surface transportation legislation mandated that the FFA develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016, and established four performance measures:

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

Table 8 shows the supported targets for the TAM:

Table 8: Transit Asset Management Targets

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

WestPlan received agency-level State of Good Repair (SGR) targets from the MATS and the HT in 2019, which were approved and supported by the MPO Technical and Policy Committees. FTA recommends that MPOs adopt a single set of region-level targets for each asset class that are developed in coordination with the region’s public transportation providers. Therefore, staff engaged the public transit providers in a coordination process to cooperatively develop a single set of regional SGR targets after WestPlan received updated targets from the transit agencies, as well as targets from MDOT (applicable to MDOT Section 5311 and 5310 sub recipients). Through this coordination process, the following region-level targets were developed and adopted by the WestPlan Committees and are shown in *Table 9* on the following page.

Table 9: Transit State of Good Repair Targets for 2019

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

MATS and HT have both submitted TAM plans and can be viewed in Appendix H and I of the WestPlan 2045 Long Range Transportation Plan. In addition, the entire transit project list for FY2020-2023 can be viewed in Chapter (2) of this document. **Table 10** on the following page 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 10: 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 Vehicles (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 Buses)/Acq Revenue Service Minivan(s)	Small Bus and Van
2022	Muskegon Area Transit System	Transit Facility Construct/Acq Small Bus/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 a “project/program nomination form” for each project submitted. The form, developed by WestPlan, specifically asks for safety information (number of crashes) about each project, as well as condition data, traffic volumes, crash data, congestion issues, PASER ratings, and priority within the agency if multiple projects were submitted. In addition the form captures information regarding other modes of transportation, i.e. non-motorized and transit.

The project selection form was utilized in compiling a listing of projects to be considered for inclusion in the FY 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 use.

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

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

Figure 4 on the following pages shows the detailed project selection form that is used as a tool for selecting projects for the TIP.

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?

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

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? _____

Additional Comments/Project Justification/Regional Significance

Table 11 shows a listing of projects obligated in FY2019. These projects support the commitment and investment by the WestPlan MPO to work with member agencies toward addressing and meeting the adopted performance measure targets.

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Table 11: Obligated Projects in the WestPlan MPO from FY2019

**WESTPLAN MPO
2019 OBLIGATED PROJECTS LIST**

Local Construction Projects

Fiscal Year	Job#	County	Responsible Agency	Project Name	Project Description	Fed Obligated Amount	State Obligated Amount	Local Obligated Amount	Total Obligated Amount	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2019	130795	Ottawa	Ferrysburg	Northshore Drive	Reconstruct	\$0	\$0	\$638,670	\$638,670	\$0	\$0	\$541,000	\$541,000
2019	130778	Ottawa	Grand Haven	North Shore Drive	Reconstruct	\$493,724	\$0	\$1,269,000	\$1,762,724	\$403,090	\$0	\$1,036,046	\$1,439,136
2019	130796	Muskegon	City of Muskegon	Lakeshore Drive	Reconstruct	\$0	\$0	\$5,206,780	\$5,206,780	\$0	\$0	\$4,374,333	\$4,374,333
2019	129302	Muskegon	Muskegon County	Blackmer Road	Preventative maintenance	\$10,478	\$1,965	\$655	\$13,098	\$16,000	\$3,000	\$1,000	\$20,000
2019	129302	Muskegon	Muskegon County	Blackmer Road	Preventative maintenance	\$79,635	\$14,931	\$4,977	\$99,543	\$121,600	\$22,800	\$7,600	\$152,000
2019	130496	Muskegon	Muskegon County	Ellis Rd	Reconstruct	\$0	\$301,448	\$0	\$301,448	\$0	\$281,821	\$0	\$281,821
2019	130496	Muskegon	Muskegon County	Ellis Rd	Reconstruct	\$2,747,904	\$0	\$385,529	\$3,133,432	\$2,568,989	\$0	\$360,427	\$2,929,416
2019	130781	Muskegon	Muskegon County	Giles Road	Resurface, add 5' paved shoulders	\$678,254	\$0	\$396,797	\$1,075,052	\$683,729	\$0	\$400,000	\$1,083,729
2019	133052	Muskegon	Muskegon County	Fruitvale Road	Preventative maintenance	\$0	\$74,705	\$3,932	\$78,636	\$0	\$64,600	\$3,400	\$68,000
2019	133052	Muskegon	Muskegon County	Fruitvale Road	Preventative maintenance	\$0	\$53,062	\$2,793	\$55,855	\$0	\$45,885	\$2,415	\$48,300
2019	133052	Muskegon	Muskegon County	Fruitvale Road	Preventative maintenance	\$0	\$80,198	\$4,221	\$84,419	\$0	\$69,350	\$3,650	\$73,000
2019	133052	Muskegon	Muskegon County	Fruitvale Road	Preventative maintenance	\$0	\$101,620	\$5,348	\$106,969	\$0	\$87,875	\$4,625	\$92,500
2019	133052	Muskegon	Muskegon County	Fruitvale Road	Preventative maintenance	\$0	\$126,339	\$6,649	\$132,988	\$0	\$109,250	\$5,750	\$115,000
2019	205903	Muskegon	Muskegon County	River Rd	Crush and Shape and Asphalt resurfacing	\$697,977	\$0	\$174,494	\$872,471	\$640,000	\$0	\$180,000	\$800,000
2019	130782	Muskegon	Muskegon Heights	Hackley Avenue	Resurface	\$240,176	\$0	\$127,710	\$367,886	\$220,368	\$0	\$117,177	\$337,545
2019	130801	Muskegon	Norton Shores	Broadway Ave	Reconstruct existing 4 lane HMA	\$561,699	\$0	\$1,114,208	\$1,675,907	\$550,000	\$0	\$1,091,000	\$1,641,000
2019	202854	Muskegon	Norton Shores	Seminole Road	Pedestrian Improvements	\$42,005	\$0	\$10,501	\$52,507	\$29,600	\$0	\$7,400	\$37,000
2019	130785	Ottawa	Ottawa County	Comstock St	Resurface existing width, restore shoulders	\$352,920	\$0	\$280,824	\$633,744	\$420,000	\$0	\$334,200	\$754,200
2019	201121	Ottawa	Ottawa County	Leonard St	Construct Non-motorized trail from 120th/Leonard to 112th/Cass	\$1,431,800	\$0	\$551,382	\$1,983,183	\$1,540,318	\$0	\$593,172	\$2,133,490
2019	126424	Ottawa	Spring Lake	North Bank Trail	Nonmotorized Path	\$64,420	\$0	\$14,285	\$78,705	\$64,411	\$0	\$14,283	\$78,694
2019	126424	Ottawa	Spring Lake	North Bank Trail	Nonmotorized Path	\$1,080,945	\$0	\$476,586	\$1,557,531	\$1,080,789	\$0	\$476,517	\$1,557,306

**WESTPLAN MPO
2019 OBLIGATED PROJECTS LIST**

State Construction Projects

Fiscal Year	Job#	County	Responsible Agency	Project Name	Project Description	Fed Obligated Amount	State Obligated Amount	Local Obligated Amount	Total Obligated Amount	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2019	127479	Ottawa	MDOT	M-104	Center Left Turn Lane	\$96,583	\$21,417	\$0	\$118,000	\$96,583	\$21,417	\$0	\$118,000
2019	200348	Kent	MDOT	Regionwide	Traffic Signal Modernizations; connected vehicle installations.	\$5,000	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0
2019	203017	Kent	MDOT	Grand Region longitudinal pavement	Application of longitudinal pavement markings	\$2,391,164	\$265,685	\$0	\$2,656,849	\$218,312	\$24,257	\$0	\$242,569
2019	203018	Kent	MDOT	Grand Region special pavement markings	Application of special pavement markings	\$493,303	\$54,811	\$0	\$548,114	\$1,125	\$125	\$0	\$1,250
2019	203508	Kent	MDOT	Regionwide	Pavement marking retroreflectivity readings and condition assessment	\$14,009	\$1,557	\$0	\$15,566	\$951	\$106	\$0	\$1,057
2019	206572	Kent	MDOT	TSC wide	Traffic Signal Modernization; connected vehicle installations	\$504,792	\$0	\$0	\$504,792	\$56,098	\$0	\$0	\$56,098
2019	208617	Muskegon	MDOT	US-31 & US-31 BR	Study Strategies for Port Expansion	\$41,337	\$10,335	\$0	\$51,672	\$41,338	\$10,334	\$0	\$51,672
2019	118165	Muskegon	MDOT	M-120	Rubblize	\$1,148,730	\$257,602	\$0	\$1,406,332	\$987,111	\$218,889	\$0	\$1,206,000
2019	122641	Muskegon	MDOT	US-31	Widen paved shoulder	\$251,176	\$27,909	\$0	\$279,085	\$292,500	\$32,500	\$0	\$325,000
2019	207972	Muskegon	MDOT	M-46	Milling and One Course Asphalt Overlay	\$295,820	\$65,597	\$0	\$361,418	\$180,070	\$39,930	\$0	\$220,000
2019	123326	Muskegon	MDOT	M-120	Addition of Center Left Turn Lane	\$632,420	\$140,237	\$0	\$772,657	\$931,453	\$206,547	\$0	\$1,138,000
2019	123328	Muskegon	MDOT	M-120	Addition of Center Left Turn Lane	\$877,946	\$97,550	\$0	\$975,496	\$900,000	\$100,000	\$0	\$1,000,000
2019	126477	Muskegon	MDOT	N US 31/S BR US 31 RAMP	Extend US-31 NB Ramp to US-31 BR SB	\$286,046	\$63,430	\$0	\$349,476	\$286,475	\$63,525	\$0	\$350,000
2019	127478	Ottawa	MDOT	US-31	Indirect Left Turn Lanes	\$163,700	\$36,300	\$0	\$200,000	\$163,700	\$36,300	\$0	\$200,000
2019	203378	Ottawa	MDOT	US-31 N	Freeway lighting upgrade	\$176,364	\$39,108	\$0	\$215,472	\$184,163	\$40,838	\$0	\$225,000
2019	205134	Muskegon	MDOT	US-31 S	Extend exit ramp decel length	\$63,843	\$14,157	\$0	\$78,000	\$63,843	\$14,157	\$0	\$78,000
2019	205134	Muskegon	MDOT	US-31 S	Extend exit ramp decel length	\$348,148	\$77,201	\$0	\$425,349	\$331,493	\$73,508	\$0	\$405,000
2019	205137	Muskegon	MDOT	Sternberg/US-31 N Ramp	Widen entrance ramp for additional lane	\$27,011	\$5,990	\$0	\$33,000	\$27,011	\$5,990	\$0	\$33,000
2019	205137	Muskegon	MDOT	Sternberg/US-31 N Ramp	Widen entrance ramp for additional lane	\$274,955	\$60,970	\$0	\$335,925	\$292,205	\$64,796	\$0	\$357,000
2019	207749	Ottawa	MDOT	US-31 N	Enhanced linear delineation on concrete barrier wall	\$42,822	\$4,758	\$0	\$47,580	\$42,822	\$4,758	\$0	\$47,580

**WESTPLAN MPO
2019 OBLIGATED PROJECTS LIST**

Transit Projects

Fiscal Year	Job#	County	Responsible Agency	Project Name	Project Description	Fed Obligated Amount	State Obligated Amount	Local Obligated Amount	Total Obligated Amount	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2019	207082	Muskegon	American Red Cross of West Michigan	Webster Ave	Replacement Vehicles (6)	\$158,400	\$39,600	\$0	\$198,000	\$158,400	\$39,600	\$0	\$198,000
2019	203203	Ottawa	Harbor Transit	Transit Operations	Areawide	\$20,000	\$1,000	\$0	\$5,000	\$20,000	\$5,000	\$0	\$25,000
2019	205886	Ottawa	Harbor Transit	Transit Capital	440 North Ferry Street, Grand Haven, Michigan 49417	\$25,000	\$1,250	\$0	\$6,250	\$25,000	\$6,250	\$0	\$31,250
2019	205893	Ottawa	Harbor Transit	N Ferry St	440 North Ferry Street, Grand Haven, Michigan 49417	\$28,578	\$1,429	\$0	\$7,145	\$28,578	\$7,145	\$0	\$35,723
2019	205928	Ottawa	Harbor Transit	Transit Capital	Areawide	\$256,000	\$12,800	\$0	\$64,000	\$256,000	\$64,000	\$0	\$320,000
2019	207907	Ottawa	Harbor Transit	N Ferry St	Areawide	\$256,000	\$12,800	\$0	\$64,000	\$256,000	\$64,000	\$0	\$320,000
2019	202947	Muskegon	Muskegon Area Transit System	Transit Capital	FY19 CMAQ - Bus replacement	\$390,000	\$19,500	\$0	\$97,500	\$390,000	\$97,500	\$0	\$487,500
2019	202967	Muskegon	Muskegon Area Transit System	Transit Capital	FY 19 CMAQ - Marketing	\$50,000	\$2,500	\$0	\$12,500	\$50,000	\$12,500	\$0	\$62,500
2019	205814	Muskegon	Muskegon Area Transit System	6th St	Support Equipment	\$99,129	\$4,956	\$0	\$24,782	\$99,129	\$24,782	\$0	\$123,911
2019	205815	Muskegon	Muskegon Area Transit System	6th St	Operating assistance for the delivery of non-urban transit	\$7,590	\$7,590	\$0	\$15,179	\$15,179	\$32,101	\$37,048	\$84,328
2019	205817	Muskegon	Muskegon Area Transit System	Mobility Management	Funding for mobility management activities	\$140,000	\$35,000	\$0	\$175,000	\$140,000	\$35,000	\$0	\$175,000
2019	205821	Muskegon	Muskegon Area Transit System	Transit Operations	Funding for operating assistance.	\$1,731,034	\$1,109,163	\$621,871	\$3,462,068	\$1,731,034	\$1,109,163	\$621,871	\$3,462,068
2019	203359	Muskegon	Pioneer Resources	Wesley Ave	Funding for operating assistance.	\$46,585	\$46,585	\$0	\$93,170	\$46,585	\$46,585	\$0	\$93,170
2019	204688	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	To provide operating assistance.	\$79,530	\$0	\$79,530	\$159,060	\$79,530	\$0	\$79,530	\$159,060
2019	206925	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	2 medium duty replacement buses	\$176,898	\$44,224	\$0	\$221,122	\$176,898	\$44,224	\$0	\$221,122

APPENDIX H
TRANSIT ASSET MANAGEMENT PLAN
MUSKEGON AREA TRANSIT SYSTEM

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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 aide 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
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	19	9.8	277,054	\$480,263.16
<i>CU - Cutaway Bus</i>	10	5.9	146,161	\$90,500.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	7	5.0	34,777	\$35,000.00
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	-
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	7	5.1	26,893	\$31,428.57
<i>Non Revenue/Service Automobile</i>	7	5.1	26,893	\$31,428.57
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Facilities	2	10.0	N/A	\$5,000,000.00
<i>Administration</i>	1	17.0	N/A	\$7,500,000.00
<i>Maintenance</i>	0	-	N/A	-
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	1	3.0	N/A	\$2,500,000.00
<i>Custom 1</i>	0	-	N/A	-
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	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%
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	0	-	-	N/A	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	19	9.8	277,054	N/A	\$480,263.16	16%
<i>CU - Cutaway Bus</i>	10	5.9	146,161	N/A	\$90,500.00	0%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	0	-	-	N/A	-	-
<i>MV - Mini-van</i>	7	5.0	34,777	N/A	\$35,000.00	0%
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	N/A	-	-
<i>SB - School Bus</i>	0	-	-	N/A	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	N/A	-	-
<i>TB - Trolleybus</i>	0	-	-	N/A	-	-
<i>VN - Van</i>	0	-	-	N/A	-	-
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Equipment	7	5.1	26,893	N/A	\$31,428.57	29%
<i>Non Revenue/Service Automobile</i>	7	5.1	26,893	N/A	\$31,428.57	29%
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	N/A	-	-
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	2	10.0	N/A	4.5	\$5,000,000.00	N/A
<i>Administration</i>	1	17.0	N/A	4.0	\$7,500,000.00	N/A
<i>Maintenance</i>	0	-	N/A	-	-	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	1	3.0	N/A	5.0	\$2,500,000.00	N/A
<i>Custom 1</i>	0	-	N/A	-	-	N/A
<i>Custom 2</i>	0	-	N/A	-	-	N/A
<i>Custom 3</i>	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	3GCEK14X2G6223478	MATS	2006	51,124	\$30,000.00
Equipment	Non Revenue/Service Automobile	1301	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBGXDR651054	MATS	2013	37,263	\$35,000.00
Equipment	Non Revenue/Service Automobile	1701	DODGE	GRAND CARAVAN	1	2C4RDGBGXHR802863	MATS	2017	1,740	\$25,000.00
Equipment	Non Revenue/Service Automobile	1702	DODGE	GRAND CARAVAN	1	2C4RDGBG1HR802864	MATS	2017	1,818	\$25,000.00
Equipment	Non Revenue/Service Automobile	1703	FORD	F250	1	1FTBF2B61HEE08784	MATS	2017	1,275	\$35,000.00
Equipment	Non Revenue/Service Automobile	1704	FORD	F250	1	1FTBF2B63HEE08785	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
RevenueVehicles	BU - Bus	0701	GILLIG	LOWFLOOR	1	15GG291461076851	MATS	2006	418,091	\$500,000.00
RevenueVehicles	BU - Bus	0702	GILLIG	LOWFLOOR	1	15GG291661076852	MATS	2006	437,653	\$500,000.00
RevenueVehicles	BU - Bus	0703	GILLIG	LOWFLOOR	1	15GG291861076853	MATS	2006	412,417	\$500,000.00
RevenueVehicles	BU - Bus	0704	GILLIG	LOWFLOOR	1	15GG291X61076854	MATS	2006	444,461	\$500,000.00
RevenueVehicles	BU - Bus	0901	GILLIG	LOWFLOOR	1	15GG271991078554	MATS	2009	344,011	\$500,000.00
RevenueVehicles	BU - Bus	0902	GILLIG	LOWFLOOR	1	15GG271091078555	MATS	2009	351,387	\$500,000.00
RevenueVehicles	BU - Bus	0903	GILLIG	LOWFLOOR	1	15GG271291078556	MATS	2009	379,058	\$500,000.00
RevenueVehicles	BU - Bus	0904	GILLIG	LOWFLOOR	1	15GG271491078557	MATS	2009	401,541	\$500,000.00
RevenueVehicles	BU - Bus	0905	GILLIG	LOWFLOOR	1	15GG271691078558	MATS	2009	347,243	\$500,000.00
RevenueVehicles	BU - Bus	1105	GILLIG	LOWFLOOR	1	15GG2716B1180528	MATS	2011	264,515	\$500,000.00
RevenueVehicles	BU - Bus	1106	GILLIG	LOWFLOOR	1	15GG2718B1180529	MATS	2011	265,501	\$500,000.00
RevenueVehicles	BU - Bus	1107	GILLIG	LOWFLOOR	1	15GG2714B1180530	MATS	2011	256,307	\$500,000.00
RevenueVehicles	BU - Bus	1201	GILLIG	LOWFLOOR	1	15GG2713C1180567	MATS	2012	235,136	\$500,000.00
RevenueVehicles	BU - Bus	1401	GILLIG	LOWFLOOR	1	15GG2715E1182405	MATS	2014	137,619	\$500,000.00
RevenueVehicles	BU - Bus	1402	GILLIG	LOWFLOOR	1	15GG2717E1182406	MATS	2014	133,356	\$500,000.00
RevenueVehicles	BU - Bus	1403	GILLIG	LOWFLOOR	1	15GG2719E1182407	MATS	2014	136,779	\$500,000.00
RevenueVehicles	BU - Bus	9904 - T4	CHANCE	AH-28	1	1C9S2CCS2XW535088	MATS	2000	82,972	\$375,000.00
RevenueVehicles	BU - Bus	9905 - T5	CHANCE	AH-28	1	1C9S2CCS2XW535089	MATS	2000	107,102	\$375,000.00
RevenueVehicles	BU - Bus	9906 - T6	CHANCE	AH-28	1	1C9S2CCS2XW535090	MATS	2000	108,874	\$375,000.00
RevenueVehicles	CU - Cutaway Bus	1002	GOSHEN COACH	GCII	1	1FD4E4F53DA68925	MATS	2010	227,199	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1101	GOSHEN COACH	GCII	1	1FD4E4F55BDA49181	MATS	2011	240,001	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1102	GOSHEN COACH	GCII	1	1FD4E4F54BDA86884	MATS	2011	252,541	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1103	GOSHEN COACH	GCII	1	1FD4E4F56BDA86885	MATS	2011	229,703	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1104	GOSHEN COACH	GCII	1	1FD4E4F9BDA95217	MATS	2011	223,746	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1310	GOSHEN COACH	GCII	1	1FD4E4F54DDA50941	MATS	2013	55,781	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1311	GOSHEN COACH	GCII	1	1FD4E4F56DDA50942	MATS	2013	55,478	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1312	GOSHEN COACH	GCII	1	1FD4E4F58DDA50943	MATS	2013	57,031	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1313	GOSHEN COACH	GCII	1	1FD4E4F5XDDA50944	MATS	2013	50,209	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1501	ELDORADO NATIONAL	AEROTECH	1	1FD4E4F52FDA02907	MATS	2015	69,916	\$95,000.00
RevenueVehicles	MV - Mini-van	1303	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG3DR651056	MATS	2013	38,165	\$35,000.00
RevenueVehicles	MV - Mini-van	1304	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBGXDR780704	MATS	2013	37,992	\$35,000.00
RevenueVehicles	MV - Mini-van	1305	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG1DR780705	MATS	2013	36,043	\$35,000.00
RevenueVehicles	MV - Mini-van	1306	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG3DR780706	MATS	2013	29,322	\$35,000.00
RevenueVehicles	MV - Mini-van	1307	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG5DR780707	MATS	2013	27,738	\$35,000.00
RevenueVehicles	MV - Mini-van	1308	ELDORADO NATIONAL	AMERIVAN	1	2C7WDGBG8DR780703	MATS	2013	38,303	\$35,000.00
RevenueVehicles	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	15GGB2716B1180528	7	264,515	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1106	1	15GGB2718B1180529	7	265,501	\$500,000.00	14	No
RevenueVehicles	BU - Bus	1107	1	15GGB2714B1180530	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	1FD4E4FS3ADA68925	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	1FDFE4FS5BDA49181	7	240,001	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1102	1	1FDFE4FS4BDA86884	7	252,541	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1103	1	1FDFE4FS6BDA86885	7	229,703	\$90,000.00	10	No
RevenueVehicles	CU - Cutaway Bus	1104	1	1FDFE4FL9BDA95217	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 6	5	38,165	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1304	1	2C7WDGBGXDR78070 4	5	37,992	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1305	1	2C7WDGBG1DR78070 5	5	36,043	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1306	1	2C7WDGBG3DR78070 6	5	29,322	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1307	1	2C7WDGBG5DR78070 7	5	27,738	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1308	1	2C7WDGBG8DR78070 3	5	38,303	\$35,000.00	8	No
RevenueVehicles	MV - Mini-van	1309	1	2C7WDGBG7DR78070 8	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	1GCHK24U73E283218	15	93,225	\$35,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	0601	1	3GCEK14X26G223478	12	51,124	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	1301	1	2C7WDGBGXDR651054	5	37,263	\$35,000.00	8	No
Equipment	Non Revenue/Service Automobile	1701	1	2C4RDGBGXHR802863	1	1,740	\$25,000.00	8	No
Equipment	Non Revenue/Service Automobile	1702	1	2C4RDGBG1HR802864	1	1,818	\$25,000.00	8	No
Equipment	Non Revenue/Service Automobile	1703	1	1FTBF2B61HEE08784	1	1,275	\$35,000.00	8	No
Equipment	Non Revenue/Service Automobile	1704	1	1FTBF2B63HEE08785	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 1/1/2018	Capital Replacement Notes	Plan/Prioritization of Capital Investment Four Year Planning Horizon	Additional Notes
9904 - T4	1C9S2CCS2XW535088	82,972	eligible at 10 yrs or 350000	Request authorization to sell in FY2019 - no replacement presently planned	
9905 - T5	1C9S2CCS2XW535089	107,102	eligible at 10 yrs or 350000	Request authorization to sell in FY2019 - no replacement presently planned	
9906 - T6	1C9S2CCS2XW535090	108,874	eligible at 10 yrs or 350000	Request authorization to sell in FY2019 - no replacement presently planned	
0701	15GGB291461076851	418,091	eligible at 12 yrs or 500000	Replacement funded with FY2017 CMAQ - vehicle anticipated in FY2020	Will consider for Contingency Fleet
0702	15GGB291661076852	437,653	eligible at 12 yrs or 500000	Replacement funded with FY2018 CMAQ - vehicle anticipated in FY2020	Will consider for Contingency Fleet
0703	15GGB291861076853	412,417	eligible at 12 yrs or 500000	Replacement programmed for FY2019 CMAQ - vehicle anticipated in FY2020	Will consider for Contingency Fleet
0704	15GGB291X61076854	444,461	eligible at 12 yrs or 500000	Funding to be requested from FY2021 CMAQ	Will consider for Contingency Fleet
0901	15GGB271991078554	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	15GGB271091078555	351,387	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	15GGB271291078556	379,058	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	15GGB271491078557	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	15GGB271691078558	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	15GGB2716B1180528	264,515	eligible at 12 yrs or 500000		
1106	15GGB2718B1180529	265,501	eligible at 12 yrs or 500000		
1107	15GGB2714B1180530	256,307	eligible at 12 yrs or 500000		
1201	15GGB2713C1180567	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	136,779	eligible at 12 yrs or 500000		
1002	1FDFE4FS3ADA68925	227,199	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2015 CMAQ - order anticipated in FY2019	
1101	1FDFE4FS5BDA49181	240,001	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2015 CMAQ - order anticipated in FY2019	
1102	1FDFE4FS4BDA86884	252,541	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2015 CMAQ - order anticipated in FY2019	
1103	1FDFE4FS6BDA86885	229,703	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2017 5310 - order anticipated in FY2019	
1104	1FDFE4FL9BDA95217	223,746	eligible at 7 yrs or 200000 per MDOT	Replacement funded w/ FY2017 5310 - order anticipated in FY2019	
1303	2C7WDGBG3DR651056	38,165	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1304	2C7WDGBGXDR780704	37,992	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1305	2C7WDGBG1DR780705	36,043	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1306	2C7WDGBG3DR780706	29,322	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2022	
1307	2C7WDGBG5DR780707	27,738	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2023	
1308	2C7WDGBG8DR780703	38,303	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2023	
1309	2C7WDGBG7DR780708	35,877	eligible at 4 years or 100000	Funding to be sought from 5339 funds in FY2023	
1310	1FDFE4FS4DDA50941	55,781	eligible at 7 yrs or 200000 per MDOT		
1311	1FDFE4FS6DDA50942	55,478	eligible at 7 yrs or 200000 per MDOT		
1312	1FDFE4FS8DDA50943	57,031	eligible at 7 yrs or 200000 per MDOT		
1313	1FDFE4FSXDDA50944	50,209	eligible at 7 yrs or 200000 per MDOT		
1501	1FDFE4FS2FDA02907	69,916	eligible at 7 yrs or 200000 per MDOT		
0302	1GCHK24U73E283218	93,225	eligible at 4 years or 100000	Replacement to be programmed from FY2020 Section 5307 funds	
0601	3GCEK14X26G223478	51,124	eligible at 4 years or 100000	Replacement to be programmed from FY2020 Section 5307 funds	
1301	2C7WDGBGXDR651054	37,263	eligible at 4 years or 100000		
1701	2C4RDGBGXHR802863	1,740	eligible at 4 years or 100000		
1702	2C4RDGBG1HR802864	1,818	eligible at 4 years or 100000		
1703	1FTBF2B61HEE08784	1,275	eligible at 4 years or 100000		
1704	1FTBF2B63HEE08785	1,806	eligible at 4 years or 100000		

Additional Capital Considerations

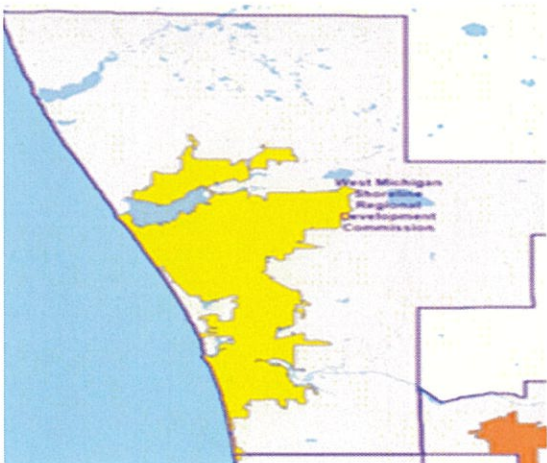
An additional small bus will be procured in FY2019 with FY2015 CMAQ funds. This vehicle will be route-capable and deployed in both fixed route and demand response services
A Muskegon Heights Passenger Facility project is pending development. Funding sources for this new facility project are being identified 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

APPENDIX I
TRANSIT ASSET MANAGEMENT PLAN
HARBOR TRANSIT

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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	Assistant 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 determined; 3. Vehicles are placed out to bid; 4. 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	3FAHP0HA1BR140869	HT	2011	39,500	\$33,000.00
Equipment	Software & PCs	440 N Ferry Street	RouteMatch		1		HT	2014		\$179,115.00
Equipment	Trucks and other Rubber Tire Vehicles	Pick-up	GMC 4x4	Sierra 2500HD	1	1G122XEG1F2545565	HT	2015	9,675	\$59,000.00
Facilities	Admin, Maintenance, Parking	440 N Ferry Street			1		HT	2012		\$1,265,773.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 1	Goshen	Ford F450	1	1FDPE4FLOB0B38990	HT	2011	232,935	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 10	Goshen	Ford F450	1	1FDPE4FL2B0B38991	HT	2011	214,603	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 11	ARBOC	GM Chev G33803	1	1GBG31K681207326	HT	2009	278,873	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 12	ARBOC	GM Chev G33803	1	1GBG31K781207285	HT	2009	282,819	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 13	ARBOC	GM Chev G33803	1	1GBG31K381215769	HT	2010	250,921	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 14	ARBOC	GM Chev G33803	1	1GBG31KX81215820	HT	2010	263,346	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 15	ARBOC	GM LPG 4500	1	1GBG65B8861128069	HT	2014	170,824	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 16	ARBOC	GM LPG 4500	1	1GBG65B883E1128109	HT	2014	158,340	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 17	ARBOC	GM 450	1	1GBG65B880D1146559	HT	2013	177,836	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 18	ARBOC	GM Chev G33803	1	1GBG31KX81216030	HT	2010	276,396	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 19	ARBOC	GM 450	1	1GBG65B880D1145492	HT	2013	183,008	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 2	ARBOC	GM Chev G33803	1	1GBG31K381204268	HT	2009	284,198	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 22	ARBOC	CHEV 4500	1	1GBG6UG7H1134795	HT	2017	61,000	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 23	ARBOC	CHEV 4500	1	1GBG6UG8H1125295	HT	2017	58,583	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 24	ARBOC	CHEV 4500	1	1GBG6UG7H1135171	HT	2017	82,107	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 25	ARBOC	CHEV 4500	1	1GBG6UG2H1135725	HT	2017	59,015	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 3	ARBOC	GM LPG 4500	1	1GBG65B883E1127350	HT	2014	153,343	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 4	ARBOC	GM 450	1	1GBG65B880D1144987	HT	2013	191,012	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 5	ARBOC	GM LPG 4500	1	1GBG65B882F1255421	HT	2016	114,330	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 6	ARBOC	GM LPG 4500	1	1GBG65B88X1245537	HT	2016	95,715	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 7	ARBOC	GM Chev G33803	1	1GBG31K981207062	HT	2009	286,242	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 8	ARBOC	GM LPG 4500	1	1GBG65B882E1127565	HT	2014	159,182	\$150,000.00
Revenue/Vehicles	CU - Cutaway Bus	Bus 9	ARBOC	GM 450	1	1GBG65B882D1146515	HT	2013	191,481	\$150,000.00
Revenue/Vehicles	MV - Mini-van	Van 20	Eldorado	Dodge Van	1	1C7W0G6G20R780700	HT	2013	20,563	\$45,000.00
Revenue/Vehicles	MV - Mini-van	Van 21	Eldorado	Dodge Van	1	1C7W0G6G4DR780701	HT	2013	37,557	\$45,000.00
Revenue/Vehicles	RT - Rubber-tire Vintage Trolley	Trolley 33	Classic Trolley	MB55 Chassis	1	14UZAACBZ41CH92778	HT	2001	100,000	\$180,000.00
Revenue/Vehicles	RT - Rubber-tire Vintage Trolley	Trolley 34	Classic Trolley	MB55 Chassis	1	14UZAACBZ01C164939	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
RevenueVehicles	CU - Cutaway Bus	Bus 1	1	1FDFE4FLODB38990	8	232,935	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 10	1	1FDFE4FL2BDB38991	8	214,603	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 11	1	1GBJG31K681207326	10	278,873	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 12	1	1GBJG31K781207285	10	282,819	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 13	1	1GBJG31K381215769	9	250,921	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 14	1	1GBJG31KX81215820	9	263,346	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 15	1	1GB6G5BB8E1128069	5	170,824	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 16	1	1GB6G5BB8E1128109	5	158,340	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 17	1	1GB6G5BG0D1146559	6	177,836	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 18	1	1GBJG31K881216030	9	276,396	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 19	1	1GB6G5BG5D1154592	6	183,006	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 2	1	1GBJG31K381204268	10	284,198	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 22	1	1GB6GUBG7H1134795	2	61,000	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 23	1	1GB6GUBGH1125295	2	58,583	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 24	1	1GB6GUBG7H1135171	2	82,107	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 25	1	1GB6GUBG2H1135725	2	59,015	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 3	1	1GB6G5BB8E1127350	5	153,343	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 4	1	1GB6G5BG0D1144987	6	191,012	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 5	1	1GB6G5BB2F1255421	3	114,330	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 6	1	1GB6G5BGXF1245537	3	95,715	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	Bus 7	1	1GBJG31K981207062	10	286,242	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	Bus 8	1	1GB6G5BB2E1127565	5	159,182	\$150,000.00	7	No
RevenueVehicles	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	2C7WDGCG2DR780700	6	20,563	\$45,000.00	7	No
RevenueVehicles	MV - Mini-van	Van 21	1	2C7WDGCG4DR780701	6	37,557	\$45,000.00	7	No
RevenueVehicles	RT - Rubber-tire Vintage Trolley	Trolley 33	1	4UZAACBZ41CH92778	18	100,000	\$180,000.00	7	Yes
RevenueVehicles	RT - Rubber-tire Vintage Trolley	Trolley 34	1	4UZAACBZ01CJ64939	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	3FAHP0HA1BR1448	8	39,500	\$33,000.00	4	Yes
Equipment	Software & PC's	440 N Ferry Street	1		5		\$179,115.00	10	No
Equipment	Trucks and other Rubber Tire Vehicles	Pick-up	1	1G12ZXE61FZ54556	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)	Revenue Vehicles	\$750,000.00	High
2020	Gas - Bus Acquisition (5)	Revenue Vehicles	\$750,000.00	High
2021	Gas - Bus Acquisition (5)	Revenue Vehicles	\$750,000.00	Medium
2022	Gas - Bus Acquisition (5)	Revenue Vehicles	\$750,000.00	Medium
2023	Gas - Bus Acquisition (2) Trolleys (2)	Revenue Vehicles	\$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 \$		2020		2021		2022		2023		2024	
Total in Year of Expenditure \$		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											
2017 ARBOC CHEV 4500		1	\$150,000.00			1	\$150,000.00			2	\$300,000.00
2001 Classic Trolley MB55 Chassis		2	\$360,000.00								
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

APPENDIX J

WESTPLAN 2020-2023 TIP LIST OF PROJECTS

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ALL PROJECT SEARCH - STANDARD REPORT

Date: 02/21/2020

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

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	Phase Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status				
Local Bridge																																				
2021	Local	206093	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Airline Rd	Airline Road over Black Creek, Str# 7702, City of Norton Shores	0.000	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance		CON	Programmed	20-23	\$137,600	\$25,800	\$8,600	\$172,000	BHT	\$172,000	Adjustment	03/13/2019				N/A	01/08/2021	03/05/2021					Approved			
GPA Type Subtotals: Local Bridge															\$137,600	\$25,800	\$8,600	\$172,000																		
Local Livability and Sustainability																																				
2023	Local	205209	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	Morris Ave	WESTPLAN MPO	0.102	Planning, Research & Design	Air quality improvement program FY2023		NI	Programmed	20-23	\$100,000	\$0	\$25,000	\$125,000	CM	\$125,000	Adjustment	03/13/2019				N/A	10/03/2022	11/03/2023					Approved			
2022	Local	205215	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	Morris Ave	WESTPLAN MPO	0.093	Planning, Research & Design	Air Quality Improvement program - FY 2022		NI	Programmed	20-23	\$100,000	\$0	\$25,000	\$125,000	CM	\$125,000	Adjustment	03/13/2019				N/A	11/01/2021	11/05/2021					Approved			
2021	Local	205223	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	1st St	WESTPLAN MPO	0.242	Planning, Research & Design	Air quality improvement program FY 2021		NI	Programmed	20-23	\$100,000	\$0	\$25,000	\$125,000	CM	\$125,000	Adjustment	03/13/2019				N/A	10/01/2020	11/06/2020					Approved			
2021	Local	208592	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Black Creek Rd	Port City Blvd (between Keating Ave and Olthoff Drive) Muskegon	0.915	Roadside Facilities - Improve	Construct 0.91 miles of 10 foot wide, HMA non-motorized trail.		CON	Programmed	20-23	\$400,586	\$0	\$385,000	\$785,586	TAUL	\$785,586	Admin Modification	09/26/2019				N/A	01/08/2021	03/05/2021					Approved			
GPA Type Subtotals: Local Livability and Sustainability															\$700,586	\$0	\$460,000	\$1,160,586																		
Local Road																																				
2020	Local	132941	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Fruitvale Rd.	US-31 to Walsh Road	0.774	Road Rehabilitation	Resurfacing.		CON	Programmed	20-23	\$337,631	\$0	\$74,869	\$412,500	STUL	\$412,500	Admin Modification	10/30/2019	07/11/2018	07/11/2018		N/A	01/10/2020	03/06/2020					Approved			
2021	Local	205351	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Mercury Dr	Mercury Drive from Comstock Street to City of Grand Haven City Limits	1.712	Road Rehabilitation	HMA Mill & Resurface		CON	Programmed	20-23	\$450,000	\$0	\$145,000	\$595,000	STUL	\$595,000	Admin Modification	06/19/2019				N/A	04/09/2021	06/04/2021					Location (report) field did not show the full limits, corrected to match the Location (Detail) field	Approved		
2022	Local	205359	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Hickory St	Hickory Street/Palm Drive - 174th to Norton Shores city limit	1.912	Road Rehabilitation	Resurface and add 3' paved shoulder - Friction HMA		CON	Programmed	20-23	\$580,000	\$0	\$400,000	\$980,000	STUL	\$980,000	Adjustment	03/13/2019				N/A	10/08/2021	12/03/2021					Approved			
2021	Local	205362	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Heights	Hackley Ave	Hackley Avenue from Park Street to Fifth Street	0.316	Road Rehabilitation & Fill	Resurface- Mill		CON	Programmed	20-23	\$201,000	\$0	\$123,000	\$324,000	STUL	\$324,000	Admin Modification	06/19/2019				N/A	07/09/2021	09/03/2021					Approved			
2023	Local	205398	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Mercury Dr	Mercury Drive - 144th Ave to Comstock Street	1.698	Road Rehabilitation	HMA Mill and resurface		CON	Programmed	20-23	\$510,000	\$0	\$155,000	\$665,000	STUL	\$665,000	Admin Modification	03/29/2019				N/A	10/07/2022	12/02/2022					Approved			
2023	Local	205907	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ravenna Rd	Apple Ave to Bailey Road	3.044	Road Rehabilitation	Crush and shape and asphalt resurfacing		CON	Programmed	20-23	\$0	\$79,428	\$0	\$79,428	EDD	\$852,397	Adjustment	03/13/2019				N/A	10/03/2022	01/06/2023					Approved			
2023	Local	205907	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ravenna Rd	Apple Ave to Bailey Road	3.044	Road Rehabilitation	Crush and shape and asphalt resurfacing		CON	Programmed	20-23	\$495,356	\$0	\$277,613	\$772,969	STL	\$852,397	Adjustment	03/13/2019				N/A	10/03/2022	01/06/2023					Approved			
2021	Local	206749	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	104th Ave	104th Ave from M45 to North Cedar Dr	3.990	Road Capital Preventive Maintenance	Asphalt Overlay 1-1.5 inches		CON	Programmed	20-23	\$0	\$73,179	\$0	\$73,179	EDD	\$1,940,000	Adjustment	03/13/2019				N/A	04/09/2021	06/04/2021					Approved			
2021	Local	206749	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	104th Ave	104th Ave from M45 to North Cedar Dr	3.990	Road Capital Preventive Maintenance	Asphalt Overlay 1-1.5 inches		CON	Programmed	20-23	\$690,000	\$0	\$1,176,821	\$1,866,821	STL	\$1,940,000	Adjustment	03/13/2019				N/A	04/09/2021	06/04/2021					Approved			
GPA Type Subtotals: Local Road															\$3,263,987	\$152,607	\$2,352,303	\$5,768,897																		
Local Traffic Operations And Safety																																				



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Local Traffic Operations And Safety																																			
2020	Local	205086	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Heights	Broadway Ave	Intersection of Broadway and 6th Street	0.362	Traffic Safety	Removal of traffic signal at the intersection of Broadway and 6th Street			CON	Programmed	20-23	\$5,000	\$0	\$0	\$5,000	CMG	\$5,000	Admin Modification	06/19/2019			N/A	10/01/2019	12/06/2019					Approved		
2020	Local	205091	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Fruitport	3rd Ave	Intersections of 3rd Street and Pontaluna and 3rd Street and Park	0.919	Traffic Safety	Traffic signal synchronization			CON	Programmed	20-23	\$92,000	\$0	\$0	\$92,000	CMG	\$92,000	Admin Modification	06/19/2019			N/A	10/01/2019	12/06/2019					Approved		
2020	Local	205232	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Lakeshore Dr	Intersection of Lakeshore and Beach	1.080	Traffic Safety	Roundabout construction			CON	Active	20-23	\$250,000	\$0	\$0	\$250,000	CMG	\$250,000	Admin Modification	06/19/2019			N/A	10/14/2019	10/23/2019	12/06/2019					Approved	
2020	Local	207195	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Multiple Routes, Muskegon County	Multiple Routes, Various Locations, Muskegon County	0.000	Traffic Safety	Upgrade curve warning signs			CON	Programmed	20-23	\$158,400	\$0	\$17,600	\$176,000	HSIP	\$176,000	Admin Modification	06/19/2019			N/A	01/10/2020	03/06/2020					Approved		
2020	Local	207197	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Multiple Routes, Muskegon County	Multiple Routes, Various Locations, Muskegon County	0.000	Traffic Safety	Upgrade Stop and Stop Ahead signs			CON	Programmed	20-23	\$40,500	\$0	\$4,500	\$45,000	HSIP	\$45,000	Admin Modification	06/19/2019			N/A	01/10/2020	03/06/2020					Approved		
GPA Type Subtotals:																\$545,900	\$0	\$22,100	\$568,000																
S/TIP Line items																																			
2021	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			CON	Programmed	20-23	\$458,360	\$101,640	\$0	\$560,000	CM	\$678,000			06/19/2019	10/02/2019	N/A	12/05/2020	02/05/2021					Approved		
2020	Local	130777	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Whitehall Rd	Whitehall Road from River Road to Bard	2.096	Reconstruction	Reconstruct, add left turn lane			CON	Programmed	20-23	\$75,341	\$0	\$16,707	\$92,048	HIPS	\$670,195	Admin Modification	10/29/2019	10/29/2019	11/02/2019	N/A	06/01/2020	12/06/2019				Added HIP Funding to the Federal share of this project. Approved through MPO Policy on October 16, 2019	Approved		
2020	Local	130777	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Whitehall Rd	Whitehall Road from River Road to Bard	2.096	Reconstruction	Reconstruct, add left turn lane			CON	Programmed	20-23	\$452,221	\$0	\$125,926	\$578,147	STUL	\$670,195	Admin Modification	10/29/2019	10/29/2019	11/02/2019	N/A	06/01/2020	12/06/2019				Added HIP Funding to the Federal share of this project. Approved through MPO Policy on October 16, 2019	Approved		
2020	Local	130779	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ottawa County	Lakeshore Dr	Rosy Mound Drive to Buchanan Street	2.660	Road Rehabilitation	Resurface existing 30' width and restore shoulders			CON	Programmed	20-23	\$630,859	\$0	\$570,641	\$1,201,500	STUL	\$1,201,500	Admin Modification	10/29/2019	09/26/2019		N/A	04/10/2020	06/05/2020					Approved		
2020	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	ACC	2020	CON	Active	17-20	\$286,000			\$286,000	STUL	\$976,304	Admin Modification	02/06/2019	06/05/2017	08/22/2018	N/A	02/06/2019	02/12/2019	07/12/2019					Approved	
2020	Local	130796	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Lakeshore Drive	Lakeshore from McCracken to Laketon	0.815	Reconstruction	Reconstruct	ACC	2020	CON	Active	17-20	\$800,000			\$800,000	STUL	\$6,159,022	Admin Modification	01/16/2019	12/12/2018	01/15/2019	N/A	01/25/2019	01/22/2019	03/01/2019	03/01/2019					Approved
2020	Local	130798	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Fruitport	3rd Street	Third Street - Pontaluna to Park	0.528	Road Rehabilitation	Road resurface			CON	Programmed	20-23	\$115,000	\$0	\$25,501	\$140,501	HIPS	\$612,920	Admin Modification	01/13/2020	02/19/2020		N/A	03/06/2020	05/01/2020				Scope Work Sub Category Change	Pending		
2020	Local	130798	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Fruitport	3rd Street	Third Street - Pontaluna to Park	0.528	Road Rehabilitation	Road resurface			CON	Programmed	20-23	\$357,920	\$0	\$114,499	\$472,419	STUL	\$612,920	Admin Modification	01/13/2020	02/19/2020		N/A	03/06/2020	05/01/2020				Scope Work Sub Category Change	Pending		
2020	Local	132823	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	LakeWood Club	Automobile Rd	Lakewood Road to White Lake Drive	1.027	Road Rehabilitation	Crush and Shape with asphalt paving			CON	Active	20-23	\$375,000	\$0	\$123,000	\$498,000	STUL	\$564,478	Admin Modification	10/29/2019	10/16/2019	11/02/2019	N/A	11/01/2019	11/08/2019	01/10/2020					Approved	
2021	Trunkline	200107	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	Over the Grand River	0.000	Bridge Rehabilitation	Full Paint, steel repairs, grid deck replacement			CON	Programmed	20-23	\$11,589,327	\$2,569,899	\$0	\$14,159,226	NH	\$16,006,082			06/19/2019	10/02/2019	N/A	12/03/2020	01/08/2021					Approved		



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S/TIP Line items																																				
2020	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) @ COTTONWOOD DR (6 pole) □ M121 (CHICAGO DR) EB @ XOVER W. OF ROSEWOOD	0.000	Traffic Safety	Traffic Signal Modernizations ; connected vehicle installations.			CON	Programmed	20-23		\$1,389,194	\$0	\$0	\$1,389,194	STG	\$3,357,930	Admin Modification	12/16/2019	01/15/2020	01/28/2020	N/A	07/10/2020		09/04/2020					Approved	
2020	Trunkline	200663	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, Resurfacing Ramps			CON	Active	20-23		\$1,803,565	\$399,935	\$0	\$2,203,500	NH	\$60,000	Admin Modification	12/10/2019	11/20/2019	11/26/2019	N/A	12/13/2019	01/09/2020	02/07/2020					This project was moved from FY 19 to FY 20 due to two unsuccessful lettings. The budget was increased to accommodate the potential bids as well as constraining the CPM FY 20 target. This project has a December Letting and needs approval as soon as possible.	Approved
2020	Trunkline	200672	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	M-45	120th Ave to 96th Ave	6.095	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			CON	Programmed	20-23		\$584,409	\$129,591	\$0	\$714,000	NH	\$1,560,000			06/19/2019	10/02/2019	N/A	09/18/2020		11/06/2020					Approved	
2021	Trunkline	201288	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31	4 Bridges along US-31 Corridor	0.000	Bridge Rehabilitation	Deep overlay (2 bridges), Epoxy overlay (1 Bridges), PCC, and other PM work			CON	Programmed	20-23		\$3,758,907	\$833,529	\$0	\$4,592,436	NH	\$5,188,897	Adjustment	03/13/2019	06/19/2019	10/02/2019	N/A	11/13/2020		01/08/2021					Approved	
2023	Trunkline	201293	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31BR	US-31 BR SB/NB Over The Black Creek	0.000	Bridge Replacement	Structure Replacement			CON	Programmed	20-23		\$4,583,149	\$1,016,300	\$0	\$5,599,449	ST	\$6,378,503			06/19/2019	10/02/2019	N/A	12/09/2022		02/03/2023					Approved	
2023	Trunkline	201316	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 N	US-31 NB Over Riley Thompson Road	0.000	Bridge Rehabilitation	Deep Overlay			CON	Programmed	20-23		\$492,844	\$109,287	\$0	\$602,131	NH	\$685,906			06/19/2019	10/02/2019	N/A	10/07/2022		12/02/2022					Approved	
2021	Trunkline	201924	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	I-96	I-96	25.234	Traffic Safety	Freeway Signing Upgrade Project			CON	Programmed	20-23		\$14,000	\$0	\$0	\$14,000	IMG	\$1,244,750	Admin Modification	01/06/2020	09/26/2019		N/A	11/13/2020		01/08/2021					Approved	
2020	Local	202181	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	Areawide	West Michigan Shoreline Regional Development Commission Offices	0.000	Planning, Research & Design	"FY20 (10/01/2019 - 09/30/2020) Clean Air Action Outreach and Marketing			NI	Active	20-23		\$100,000	\$0	\$25,000	\$125,000	CM	\$125,000	Admin Modification	10/25/2019	06/19/2019	10/02/2019	N/A	10/28/2019		11/27/2019					Approved	
2020	Local	202399	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Lake Harbor Rd	Lake Harbor Road over Mona Lake Channel, Str# 7703, City of Norton Shores	0.000	Bridge CPM	Miscellaneous Bridge Capital Preventative Maintenance			CON	Active	20-23		\$136,000	\$25,500	\$8,500	\$170,000	BHT	\$170,000	Admin Modification	02/26/2019	06/19/2019	10/02/2019	N/A	10/14/2019	10/23/2019	01/10/2020					Approved	
2020	Local	202406	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Trent Rd	Trent Road over Crockery Creek, Str# 7665, Muskegon County	0.000	Bridge Replacement	Bridge Replacement			CON	Programmed	20-23		\$608,800	\$114,150	\$38,050	\$761,000	BRT	\$761,000	Admin Modification	02/26/2019	06/19/2019	10/02/2019	N/A	01/10/2020		03/06/2020					Approved	
2020	Multi-Modal	202966	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Areawide	0.000	1140-Bus Support Equip / Facilities	Facility construction / Facilities			NI	Abandoned	20-23		\$390,000	\$97,500	\$0	\$487,500	CM				06/19/2019	10/02/2019	10/01/2019	09/30/2020							Approved	
2022	Trunkline	204951	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	M-44 E	Muskegon	0.000	Traffic Safety	Install traffic signal dilemma zone systems			PE	Programmed	20-23		\$19,067	\$2,119	\$0	\$21,186	HSIP	\$722,541			06/19/2019	10/02/2019	N/A	10/15/2021		02/03/2023					Approved	



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2023	Trunkline	204951	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	M-44 E	Muskegon	0.000	Traffic Safety	Install traffic signal dilemma zone systems			CON	Programmed	20-23	\$118,640	\$13,182	\$0	\$131,822	HSIP	\$722,541		06/19/2019	10/02/2019	N/A	12/09/2022	02/03/2023				Approved	
2021	Local	205349	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Montague	Hancock St	Hancock Street from Sheridan to Old Channel Trail	0.144	Reconstruction	Reconstruct			CON	Programmed	20-23	\$204,176	\$0	\$125,139	\$329,315	STUL	\$329,315	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	07/09/2021	09/03/2021			Approved	
2021	Local	205352	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Seminole Rd	Seminole Road from Henry Street to Park Street	0.408	Reconstruction	Reconstruct, place plan and water main			CON	Programmed	20-23	\$500,000	\$0	\$823,600	\$1,323,600	STUL	\$1,323,600	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	04/09/2021	06/04/2021			Approved	
2020	Local	205364	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Grand Haven	Fulton Ave	Fulton Avenue	0.370	Reconstruction	Reconstruct			CON	Active	20-23	\$0	\$336,545	\$0	\$336,545	EDF	\$1,458,012		06/19/2019	10/02/2019	N/A	01/13/2020	01/21/2020	03/06/2020			Approved	
2020	Local	205364	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Grand Haven	Fulton Ave	Fulton Avenue	0.370	Reconstruction	Reconstruct			CON	Active	20-23	\$0	\$0	\$482,772	\$482,772	STUL	\$1,458,012		06/19/2019	10/02/2019	N/A	01/13/2020	01/21/2020	03/06/2020			Approved	
2021	Local	205364	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Grand Haven	Fulton Ave	Fulton Avenue	0.370	Reconstruction	Reconstruct	ACC	2021	CON	Active	20-23	\$415,000	\$0	\$0	\$415,000	STUL	\$1,458,012		06/19/2019	10/02/2019	N/A	01/13/2020	01/21/2020	03/06/2020			Approved	
2022	Local	205366	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Norton Shores	Seminole Rd	Seminole Road - Park Street to Seaway Drive	0.285	Reconstruction	Reconstruct			CON	Programmed	20-23	\$445,000	\$0	\$344,500	\$789,500	STUL	\$789,500		06/19/2019	10/02/2019	N/A	10/08/2021	12/03/2021			Approved		
2022	Local	205368	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Ferrysburg	Dogwood Dr	Dogwood Drive 174th to City limits	0.625	Reconstruction	Cold mill new gravel base			CON	Programmed	20-23	\$400,000	\$0	\$320,000	\$720,000	STUL	\$720,000		06/19/2019	10/02/2019	N/A	10/08/2021	12/03/2021			Approved		
2021	Local	205371	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Peck St	Peck Street	0.343	Reconstruction	Reconstruct			CON	Programmed	20-23	\$385,824	\$0	\$414,176	\$800,000	STUL	\$800,000	Admin Modification	11/25/2019	06/19/2019	10/02/2019	N/A	04/09/2021	06/04/2021		CR Submitted on 11/21/19 to modify limits of original project. The new limits are Peck Street from Apple to Strong. The funding amount remains as originally programmed, this is just a limit change.	Approved	
2022	Local	205373	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Grand Haven	Fulton Ave	Fulton Ave - Beacon Blvd to Albee Street	0.359	Reconstruction	Reconstruct			CON	Programmed	20-23	\$350,000	\$0	\$547,376	\$897,376	STUL	\$897,376		06/19/2019	10/02/2019	N/A	10/08/2021	12/03/2021			Approved		
2021	Local	205374	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Russell Rd	Russell Road from River Road to US-31	1.878	Reconstruction	Reconstruct			CON	Programmed	20-23	\$422,000	\$0	\$258,500	\$680,500	STUL	\$680,500	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	04/09/2021	06/04/2021			Approved	
2022	Local	205376	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Terrace St	Terrace Street - Shoreline Drive to Apple Ave	0.521	Reconstruction	Reconstruct			CON	Programmed	20-23	\$543,000	\$0	\$467,000	\$1,010,000	STUL	\$1,010,000		06/19/2019	10/02/2019	N/A	10/08/2021	12/03/2021			Approved		
2022	Local	205378	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ada Ave	Harvey Street/Ada Ave/ Shonat Street - Laketon Ave to Apple Ave	1.104	Reconstruction	Reconstruct			CON	Programmed	20-23	\$312,000	\$0	\$78,000	\$390,000	STUL	\$390,000		06/19/2019	10/02/2019	N/A	10/08/2021	12/03/2021			Approved		
2023	Local	205401	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Roosevelt Park	Glenside Blvd	Glenside Blvd - 62' south of Sherman to 18' south of RR tracks	0.220	Reconstruction	Reconstruct with storm sewer			CON	Programmed	20-23	\$300,000	\$0	\$137,000	\$437,000	STUL	\$437,000		06/19/2019	10/02/2019	N/A	10/07/2022	12/02/2022			Approved		
2023	Local	205415	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Sherman Blvd	Sherman Blvd Glenside Ave to Seaway Drive	0.915	Reconstruction	Reconstruction			CON	Programmed	20-23	\$357,000	\$0	\$1,863,000	\$2,220,000	STUL	\$2,220,000	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	07/07/2023	09/01/2023			Approved	
2023	Local	205418	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Shettler Rd	Shettler Road between US 31 and Sheridan Road	1.000	Reconstruction	Reconstruct			CON	Programmed	20-23	\$376,000	\$0	\$219,000	\$595,000	STUL	\$595,000	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	07/07/2023	09/01/2023			Approved	



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2023	Local	205427	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Heights	Hackley Ave	Hackley Avenue between Manz and Getty	0.440	Reconstruction	Mill and fill		CON	Programmed	20-23	\$350,000	\$0	\$136,000	\$486,000	STUL	\$486,000	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	07/07/2023	09/01/2023				Approved	
2023	Local	205428	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Whitehall	Warner St	Warner Street in the City of Whitehall	0.997	Reconstruction	Road rehabilitation		CON	Programmed	20-23	\$250,000	\$0	\$50,000	\$300,000	STUL	\$300,000			06/19/2019	10/02/2019	N/A	07/07/2023	09/01/2023				Approved	
2023	Local	205429	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon	Sanford St	Peck/Sanford Street South	0.540	Reconstruction	Reconstruct		CON	Programmed	20-23	\$540,000	\$0	\$260,000	\$800,000	STUL	\$800,000			06/19/2019	10/02/2019	N/A	07/07/2023	09/01/2023				Approved	
2022	Trunkline	205859	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Retorreflectivity Readings	2.557	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	Programmed	20-23	\$1,210	\$134	\$0	\$1,344	HSIP	\$16,000			06/19/2019	10/02/2019	N/A	12/01/2021					Approved	
2021	Local	205891	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Whitehall Rd	Whitehall Road - Bard ROAD to Lakewood Road	3.292	Road Rehabilitation	Crush and shape and asphalt resurfacing		CON	Programmed	20-23	\$436,000	\$0	\$287,572	\$723,572	STL	\$975,000	Admin Modification	03/04/2019	04/12/2019	10/02/2019	N/A	10/01/2020	01/08/2021				Approved	
2021	Local	205891	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Whitehall Rd	Whitehall Road - Bard ROAD to Lakewood Road	3.292	Road Rehabilitation	Crush and shape and asphalt resurfacing		CON	Programmed	20-23	\$0	\$79,428	\$0	\$79,428	EDD	\$975,000	Admin Modification	03/04/2019	04/12/2019	10/02/2019	N/A	10/01/2020	01/08/2021				Approved	
2022	Local	205891	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Whitehall Rd	Whitehall Road - Bard ROAD to Lakewood Road	3.292	Road Rehabilitation	Crush and shape and asphalt resurfacing	ACC	2022	CON	Programmed	20-23	\$172,000			\$172,000	STL	\$975,000	Admin Modification	03/04/2019	04/12/2019	10/02/2019	N/A	10/01/2020	01/08/2021				Approved
2022	Local	205897	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Harrisburg Rd	Harrisburg Road - Main Street to Squires	1.465	Road Rehabilitation	Crush & Shape Resurfacing		CON	Programmed	20-23	\$0	\$79,428	\$0	\$79,428	EDD	\$975,000	Admin Modification	03/04/2019	01/16/2019	10/02/2019	N/A	10/01/2021	01/07/2022				Approved	
2022	Local	205897	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Harrisburg Rd	Harrisburg Road - Main Street to Squires	1.465	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing	ACC	2022	CON	Programmed	20-23	\$608,000	\$0	\$287,572	\$895,572	STL	\$975,000	Admin Modification	03/04/2019	01/16/2019	10/02/2019	N/A	10/01/2021	01/07/2022				Approved
2020	Trunkline	206495	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Longitudinal Pavement Markings	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region		PE	Active	20-23	\$567	\$63	\$0	\$630	HSIP	\$2,992,500			06/19/2019	10/02/2019	N/A	10/01/2019	10/23/2019	04/03/2020				Approved
2020	Trunkline	206495	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Longitudinal Pavement Markings	1.332	Traffic Safety	Longitudinal pavement marking application in Grand Region		CON	Programmed	20-23	\$225,666	\$25,074	\$0	\$250,740	HSIP	\$2,992,500	Admin Modification	02/03/2020	06/19/2019	10/02/2019	N/A	03/02/2020	04/03/2020				Approved	
2020	Trunkline	206541	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Special Pavement Markings	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region		PE	Active	20-23	\$567	\$63	\$0	\$630	HSIP	\$342,500			06/19/2019	10/02/2019	N/A	10/01/2019	10/23/2019	04/03/2020				Approved
2020	Trunkline	206541	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Special Pavement Markings	3.634	Traffic Safety	Special marking application on trunkline routes in Grand Region		CON	Programmed	20-23	\$25,326	\$2,814	\$0	\$28,140	HSIP	\$342,500	Admin Modification	02/10/2020	01/15/2020	01/28/2020	N/A	03/06/2020	04/03/2020				Approved	
2020	Trunkline	206559	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Pvmt Mrkg Retro Readings	2.113	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	Active	20-23	\$1,285	\$143	\$0	\$1,428	HSIP	\$17,000	Admin Modification	01/23/2020	06/19/2019	10/02/2019	N/A	01/21/2020	02/12/2020				Approved	
2020	Trunkline	206572	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	TSC wide	M-46(APPLE) @ WOLF LAKE RD	0.000	Traffic Safety	Traffic Signal Modernization; connected vehicle installations		ROW	Programmed	20-23	\$0	\$0	\$0	\$0	STG	\$2,709,872	Admin Modification	05/22/2019	06/19/2019	11/15/2019	N/A	07/10/2020	05/06/2022				Approved	
2022	Trunkline	206572	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	TSC wide	M-46(APPLE) @ WOLF LAKE RD	0.000	Traffic Safety	Traffic Signal Modernization; connected vehicle installations		CON	Programmed	20-23	\$244,450	\$0	\$0	\$244,450	STG	\$2,709,872	Admin Modification	06/19/2019	06/19/2019	10/02/2019	N/A	03/11/2022	05/06/2022				Approved	
2021	Trunkline	207283	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide	All of WESTPLAN MPO Longitudinal Pavement Markings	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSIP	\$2,960,000			06/19/2019	10/02/2019	N/A	10/01/2020	02/05/2021				Approved	



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S/TIP Line items																																	
2021	Trunkline	207283	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	1.691	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	Programmed	20-23	\$223,020	\$24,780	\$0	\$247,800	HSIP	\$2,960,000			06/19/2019	10/02/2019	N/A	01/08/2021	02/05/2021						Approved
2021	Trunkline	207284	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSIP	\$500,000			06/19/2019	10/02/2019	N/A	10/01/2020	04/02/2021						Approved
2021	Trunkline	207284	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	1.066	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	Programmed	20-23	\$37,044	\$4,116	\$0	\$41,160	HSIP	\$500,000			06/19/2019	10/02/2019	N/A	03/05/2021	04/02/2021						Approved
2021	Trunkline	207306	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of WESTPLAN MPO	3.729	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	Programmed	20-23	\$1,210	\$134	\$0	\$1,344	HSIP	\$16,000			06/19/2019	10/02/2019	N/A	12/01/2020						Approved	
2022	Trunkline	207321	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSIP	\$3,010,000			06/19/2019	10/02/2019	N/A	10/01/2021	03/04/2022						Approved
2022	Trunkline	207321	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	1.486	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	Programmed	20-23	\$226,800	\$25,200	\$0	\$252,000	HSIP	\$3,010,000			06/19/2019	10/02/2019	N/A	02/04/2022	03/04/2022						Approved
2022	Trunkline	207322	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSIP	\$850,000			06/19/2019	10/02/2019	N/A	10/01/2021	04/01/2022						Approved
2022	Trunkline	207322	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		CON	Programmed	20-23	\$63,504	\$7,056	\$0	\$70,560	HSIP	\$850,000			06/19/2019	10/02/2019	N/A	03/04/2022	04/01/2022						Approved
2023	Trunkline	207358	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSIP	\$3,010,000			06/19/2019	10/02/2019	N/A	10/03/2022	04/07/2023						Approved
2023	Trunkline	207358	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Longitudinal Pavement Markings	All of WESTPLAN MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region		CON	Programmed	20-23	\$226,800	\$25,200	\$0	\$252,000	HSIP	\$3,010,000			06/19/2019	10/02/2019	N/A	03/10/2023	04/07/2023						Approved
2023	Trunkline	207359	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		PE	Programmed	20-23	\$756	\$84	\$0	\$840	HSIP	\$550,000			06/19/2019	10/02/2019	N/A	10/03/2022	03/03/2023						Approved
2023	Trunkline	207359	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Special Pavement Markings	All of WESTPLAN MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region		CON	Programmed	20-23	\$40,824	\$4,536	\$0	\$45,360	HSIP	\$550,000			06/19/2019	10/02/2019	N/A	02/03/2023	03/03/2023						Approved
2023	Trunkline	207375	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Kent	MDOT	Grand Regionwide Retroreflectivity Readings	All of WESTPLAN MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region		CON	Programmed	20-23	\$1,210	\$134	\$0	\$1,344	HSIP	\$16,000			06/19/2019	10/02/2019	N/A	12/01/2022						Approved	
2022	Local	208216	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Whitehall	Mears Ave Benston to Zellar		0.442	Reconstruction	Reconstruct		CON	Programmed	20-23	\$375,000	\$0	\$275,000	\$650,000	STUL	\$650,000	Admin Modification	10/30/2019	06/19/2019	10/02/2019	N/A	10/12/2021						Approved	
2020	Local	209583	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Lakewood Dr Lakewood Road		2.293	Road Rehabilitation	Resurfacing		CON	Programmed	20-23	\$581,670	\$0	\$145,418	\$727,088	STL	\$727,088	Admin Modification	11/26/2019	12/18/2019	01/11/2020	N/A	12/20/2019	01/31/2020						Approved



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Transit Capital																																	
2022	Multi-Modal	206759	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street Grand Haven MI	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchas two replacement busses		NI	Programmed	20-23	\$195,000	\$48,750	\$0	\$243,750	5339	\$243,750	Adjustment	03/13/2019		N/A		09/30/2022							Approved
2023	Multi-Modal	206761	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street	0.000	SP1101-<30 foot replacement bus with or without lift	Purchase one replacement bus		NI	Programmed	20-23	\$65,000	\$16,250	\$0	\$81,250	5339	\$81,250	Admin Modification	01/29/2020		N/A		09/29/2023							Approved
2023	Multi-Modal	206762	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 N Ferry Street Grand Haven MI	0.000	SP1103-35-39 foot replacement bus with or without lift	Purchase one replacement bus		NI	Abandoned	20-23	\$104,000	\$26,000	\$0	\$130,000	5307		Adjustment	03/13/2019		N/A		09/29/2023							Approved
2020	Multi-Modal	206927	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	1110-Bus Rolling Stock	one replacement van with lift, and replacement buses eleven small buses		NI	Programmed	20-23	\$665,600	\$166,400	\$0	\$832,000	5310	\$832,000	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2021	Multi-Modal	206931	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	1110-Bus Rolling Stock	Replacement Buses, four medium duty w/lifts		NI	Programmed	20-23	\$320,000	\$80,000	\$0	\$400,000	5310	\$400,000	Adjustment	03/13/2019		N/A		09/30/2021						Approved	
2022	Multi-Modal	206933	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	1110-Bus Rolling Stock	four medium duty replacement buses		NI	Programmed	20-23	\$320,000	\$80,000	\$0	\$400,000	5310	\$400,000	Adjustment	03/13/2019		N/A		09/30/2022						Approved	
2023	Multi-Modal	206934	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	1110-Bus Rolling Stock	Replacement buses, six medium duty with lifts		NI	Programmed	20-23	\$480,000	\$120,000	\$0	\$600,000	5310	\$600,000	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2020	Multi-Modal	206968	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6410-5310 Projects	Regional mobility management		NI	Active	20-23	\$4,000	\$1,000	\$0	\$5,000	5310	\$5,000	Admin Modification	06/19/2019		N/A		09/30/2020	10/25/2019					Approved	
2021	Multi-Modal	206973	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	20-23	\$4,000	\$1,000	\$0	\$5,000	5310	\$5,000	Adjustment	03/13/2019		N/A		09/30/2021						Approved	
2022	Multi-Modal	206977	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6470-New Freedom Projects	regional mobility management		NI	Programmed	20-23	\$4,000	\$1,000	\$0	\$5,000	5310	\$5,000	Adjustment	03/13/2019		N/A		09/30/2022						Approved	
2023	Multi-Modal	206979	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	20-23	\$4,000	\$1,000	\$0	\$5,000	5310	\$5,000	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2023	Multi-Modal	207051	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	20-23	\$40,000	\$10,000	\$0	\$50,000	5307	\$50,000	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2020	Multi-Modal	207052	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street, Muskegon Heights Michigan 49444	0.000	6410-5310 Projects	Mobility Management Activities		NI	Active	20-23	\$140,000	\$35,000	\$0	\$175,000	5310	\$175,000	Admin Modification	06/19/2019		N/A		09/30/2020	10/25/2019					Approved	
2023	Multi-Modal	207061	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		NI	Programmed	20-23	\$140,000	\$35,000	\$0	\$175,000	5310	\$175,000	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2023	Multi-Modal	207063	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 and one bus		NI	Programmed	20-23	\$101,222	\$25,306	\$0	\$126,528	5339	\$270,278	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2023	Multi-Modal	207063	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Support equipment and one bus		NI	Programmed	20-23	\$115,000	\$28,750	\$0	\$143,750	5339	\$270,278	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2022	Multi-Modal	207065	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon Area Transit System	0.000	6470-New Freedom Projects	Mobility Management		NI	Programmed	20-23	\$140,000	\$35,000	\$0	\$175,000	5310	\$175,000	Adjustment	03/13/2019		N/A		09/30/2022						Approved	



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Transit Capital																																	
2022	Multi-Modal	207068	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon Area Transit System	0.000	SP1105-van replacement, any size with or without lift	Transit Facility Construct/Acq Small Bus(es) /Acq Revenue Service Minivan(s)		NI	Programmed	20-23	\$80,000	\$20,000	\$0	\$100,000	5339	\$779,447	Adjustment	03/13/2019		N/A		09/30/2022							Approved
2022	Multi-Modal	207068	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon Area Transit System	0.000	SP1101-<30 foot replacement bus with or without lift	Transit Facility Construct/Acq Small Bus(es) /Acq Revenue Service Minivan(s)		NI	Programmed	20-23	\$131,982	\$32,996	\$0	\$164,978	5339	\$779,447	Adjustment	03/13/2019		N/A		09/30/2022							Approved
2022	Multi-Modal	207068	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	Muskegon Area Transit System	0.000	SP1204-bus terminal facility construction	Transit Facility Construct/Acq Small Bus(es) /Acq Revenue Service Minivan(s)		NI	Programmed	20-23	\$411,575	\$102,894	\$0	\$514,469	5339	\$779,447	Adjustment	03/13/2019		N/A		09/30/2022							Approved
2021	Multi-Modal	207069	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		NI	Programmed	20-23	\$140,000	\$35,000	\$0	\$175,000	5310	\$175,000	Adjustment	03/13/2019		N/A		09/30/2021						Approved	
2020	Multi-Modal	207071	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street, Muskegon Heights Michigan 49444	0.000	SP1207-architect and engineer	Bus and Bus Facilities		NI	Programmed	20-23	\$214,057	\$53,514	\$0	\$267,571	5339	\$677,265	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2020	Multi-Modal	207071	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street, Muskegon Heights Michigan 49444	0.000	SP1409-administrative vehicle	Bus and Bus Facilities		NI	Programmed	20-23	\$48,000	\$12,000	\$0	\$60,000	5339	\$677,265	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2020	Multi-Modal	207071	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street, Muskegon Heights Michigan 49444	0.000	SP1208-property purchase	Bus and Bus Facilities		NI	Programmed	20-23	\$80,000	\$20,000	\$0	\$100,000	5339	\$677,265	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2020	Multi-Modal	207071	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	2624 Sixth Street, Muskegon Heights Michigan 49444	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	Bus and Bus Facilities		NI	Programmed	20-23	\$199,755	\$49,939	\$0	\$249,694	5339	\$677,265	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2022	Multi-Modal	207072	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Goodwill Industries (Muskegon County)	M-46	271 East Apple Avenue, Muskegon Michigan 49442	0.000	1110-Bus Rolling Stock	Two Replacement Vans		NI	Programmed	20-23	\$78,959	\$19,740	\$0	\$98,699	5310	\$98,699	Adjustment	03/13/2019		N/A		09/30/2022						Approved	
2020	Multi-Modal	207077	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Goodwill Industries (Muskegon County)	M-46	271 East Apple Avenue, Muskegon Michigan 49442	0.000	1110-Bus Rolling Stock	One replacement van, one expansion van		NI	Programmed	20-23	\$74,248	\$18,562	\$0	\$92,810	5310	\$92,810	Admin Modification	06/19/2019		N/A		09/30/2020					Submitted by Goodwill for FY2020-2023 TIP	Approved	
2023	Multi-Modal	207079	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Goodwill Industries (Muskegon County)	M-46	271 East Apple Avenue, Muskegon Michigan 49442	0.000	1110-Bus Rolling Stock	Bus Replacement and Bus Purchase		NI	Programmed	20-23	\$97,998	\$24,500	\$0	\$122,498	5310	\$122,498	Adjustment	03/13/2019		N/A		09/29/2023					Submitted by Goodwill for the FY2020-2023 TIP	Approved	
2020	Multi-Modal	207085	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	1110-Bus Rolling Stock	Replace one handicap accessible van		NI	Programmed	20-23	\$38,400	\$9,600	\$0	\$48,000	5310	\$48,000	Admin Modification	06/19/2019		N/A		09/30/2020					Submitted by Red Cross for FY2020-2023 TIP	Approved	
2022	Multi-Modal	207094	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 van and van purchase		NI	Abandoned	20-23	\$78,959	\$19,740	\$0	\$98,699	5310		Adjustment	03/13/2019		N/A		09/30/2022					Submitted by Red Cross for FY2020-2023 TIP	Approved	
2020	Multi-Modal	207646	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP1406-security equipment - facilities	Replace bus, Computer office equipment, Security equipment, operating assist		NI	Abandoned	20-23	\$48,000	\$12,000	\$0	\$60,000	5307		Adjustment	03/13/2019		N/A		09/30/2020					Approved		



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase Status	Phase	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status				
Transit Capital																																					
2020	Multi-Modal	207646	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP1404-computers (hardware and software)	Replace bus, Computer office equipment, Security equipment, operating assist			NI	Abandoned	20-23	\$16,000	\$4,000	\$0	\$20,000	5307		Adjustment	03/13/2019		N/A		09/30/2020							Approved			
2020	Multi-Modal	207646	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	N Ferry Street	0.000	SP1103-35-39 foot replacement bus with or without lift	Replace bus, Computer office equipment, Security equipment, operating assist			NI	Abandoned	20-23	\$104,000	\$26,000	\$0	\$130,000	5307		Adjustment	03/13/2019		N/A		09/30/2020							Approved			
2020	Multi-Modal	209044	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Network West Michigan	Clay Ave	Areawide/New aygo and Oceana Counties	0.000	6410-5310 Projects	To provide motility management and marketing assistance.			NI	Active	20-23	\$66,812	\$16,703	\$0	\$83,515	5310	\$83,515	Admin Modification	10/23/2019		N/A		09/30/2020	10/24/2019					Approved				
GPA Type Subtotals: Transit Capital																\$8,001,767	\$2,000,444	\$0	\$10,002,211																		
Transit Operating																																					
2020	Multi-Modal	202975	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	Transit Operating	Areawide	0.000	SP1705-public outreach/marketing	FY20 CMAQ - Marketing			NI	Programmed	20-23	\$98,000	\$24,500	\$0	\$122,500	CM	\$122,500	Adjustment	10/22/2019	04/24/2018	08/22/2018	08/22/2018	09/30/2020					Funding Code Change	Approved				
2022	Multi-Modal	204789	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	New Freedom			NI	Programmed	20-23	\$69,850	\$0	\$69,850	\$139,700	5310	\$139,700	Adjustment	03/13/2019		N/A		09/30/2022					Correction to funding split: 50/50 Fed/Local	Approved				
2023	Multi-Modal	205205	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	Harbor Transit service area	0.000	SP1705-public outreach/marketing	FY 2023 Outreach and marketing			NI	Programmed	20-23	\$24,900	\$6,225	\$0	\$31,125	CM	\$31,125	Adjustment	03/13/2019				09/29/2023						Approved				
2022	Multi-Modal	205222	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St	MATS Service area	0.000	SP1704-public education	Outreach and marketing			NI	Programmed	20-23	\$40,000	\$10,000	\$0	\$50,000	CM	\$50,000			06/19/2019	10/02/2019	10/01/2019	09/30/2022						Approved				
2021	Multi-Modal	205225	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St	440 North Ferry Street Grand Haven MI	0.000	SP1705-public outreach/marketing	Outreach and Marketing			NI	Programmed	20-23	\$25,000	\$6,250	\$0	\$31,250	CM	\$31,250	Adjustment	03/13/2019				09/30/2021						Approved				
2020	Multi-Modal	206192	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Operating	areawide	0.000	SP1705-public outreach/marketing	FY20 CMAQ - Outreach and marketing			NI	Programmed	20-23	\$25,104	\$6,276	\$0	\$31,380	CM	\$31,380	Admin Modification	10/08/2019				09/30/2020						Approved				
2020	Multi-Modal	206942	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	Operating assistance/new freedom.			NI	Active	20-23	\$79,530	\$0	\$79,530	\$159,060	5310	\$159,060	Admin Modification	09/26/2019		N/A		09/30/2020	10/25/2019					Approved				
2021	Multi-Modal	206943	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6470-New Freedom Projects	New Freedom			NI	Programmed	20-23	\$69,850	\$0	\$69,850	\$139,700	5310	\$139,700	Adjustment	03/13/2019		N/A		09/30/2021						Approved				
2023	Multi-Modal	206949	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6470-New Freedom Projects	New freedom			NI	Programmed	20-23	\$69,850	\$0	\$69,850	\$139,700	5310	\$139,700	Adjustment	03/13/2019		N/A		09/29/2023					Correction to funding split: 50/50 Fed/Local	Approved				
2020	Multi-Modal	206957	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6460-JARC Projects	JARC			NI	Active	20-23	\$46,585	\$46,585	\$0	\$93,170	5311	\$93,170	Admin Modification	06/19/2019		N/A		09/30/2020	10/18/2019					Approved				
2021	Multi-Modal	206959	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	601 Terrace Street	601 Terrace, Suite 100 Muskegon MI	0.000	6460-JARC Projects	JARC			NI	Programmed	20-23	\$46,585	\$46,585	\$0	\$93,170	5311	\$93,170	Adjustment	03/13/2019		N/A		09/30/2021						Approved				
2022	Multi-Modal	206962	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6460-JARC Projects	Jarc			NI	Programmed	20-23	\$46,585	\$46,585	\$0	\$93,170	5311	\$93,170	Adjustment	03/13/2019		N/A		09/30/2022					Correction to funding split: 50/50 Fed/State	Approved				
2023	Multi-Modal	206963	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Pioneer Resources - Muskegon	Wesley Ave	601 Terrace, Suite 100 Muskegon MI	0.000	6460-JARC Projects	JARC			NI	Programmed	20-23	\$46,585	\$46,585	\$0	\$93,170	5311	\$93,170	Adjustment	03/13/2019		N/A		09/29/2023					Correction to funding split: 50/50 Fed/State	Approved				



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	Phase Year(s)	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	Comments	S/TIP Status	
Transit Operating																																	
2023	Multi-Modal	207044	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 delivery of transit and paratransit services		NI	Programmed	20-23	\$1,777,156	\$1,137,380	\$639,776	\$3,554,312	5307	\$3,554,312	Adjustment	03/13/2019		N/A		09/29/2023							Approved
2022	Multi-Modal	207046	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		NI	Programmed	20-23	\$1,741,525	\$1,114,576	\$626,949	\$3,483,050	5307	\$3,483,050	Adjustment	03/13/2019		N/A		09/30/2022							Approved
2023	Multi-Modal	207049	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	20-23	\$18,000	\$18,000	\$0	\$36,000	5311	\$36,000	Adjustment	03/13/2019		N/A		09/29/2023						Approved	
2020	Multi-Modal	207058	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St 2624 Sixth Street, Muskegon Heights Michigan 49444	0.000		3000-Operating Assistance	Operating Assistance for the delivery of non urban transit services		NI	Programmed	20-23	\$18,000	\$18,000	\$0	\$36,000	5311	\$36,000	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2022	Multi-Modal	207059	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St Muskegon Area Transit System	0.000		3000-Operating Assistance	Operating		NI	Programmed	20-23	\$18,000	\$18,000	\$0	\$36,000	5311	\$36,000	Adjustment	03/13/2019		N/A		09/30/2022						Approved	
2021	Multi-Modal	207066	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 transit and paratransit		NI	Programmed	20-23	\$1,746,593	\$1,117,820	\$628,773	\$3,493,186	5307	\$3,493,186	Adjustment	03/13/2019		N/A		09/30/2021						Approved	
2021	Multi-Modal	207067	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon Area Transit System	6th St 2624 Sixth Street	0.000		3000-Operating Assistance	Operating assistance		NI	Programmed	20-23	\$18,000	\$18,000	\$0	\$36,000	5311	\$36,000	Admin Modification	03/13/2019		N/A		09/30/2021						Approved	
2020	Multi-Modal	207645	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 delivery of transit and paratransit services		NI	Programmed	20-23	\$1,712,346	\$1,095,901	\$616,445	\$3,424,692	5307	\$3,424,692	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2020	Multi-Modal	207678	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St N Ferry Street	0.000		SP3000-operating except JARC and New Freedom	Operating assistance		NI	Programmed	20-23	\$525,000	\$0	\$525,000	\$1,050,000	5307	\$1,050,000	Admin Modification	06/19/2019		N/A		09/30/2020						Approved	
2021	Multi-Modal	207679	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St N Ferry Street	0.000		SP3000-operating except JARC and New Freedom	Operating assistance		NI	Programmed	20-23	\$535,000	\$0	\$535,000	\$1,070,000	5307	\$1,070,000	Admin Modification	01/29/2020		N/A		09/30/2021				GPA over or over 25%		Pending	
2022	Multi-Modal	207681	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	N Ferry St N Ferry Street	0.000		SP3000-operating except JARC and New Freedom	Operating assistance		NI	Programmed	20-23	\$535,000	\$0	\$535,000	\$1,070,000	5307	\$1,070,000	Admin Modification	01/29/2020		N/A		09/30/2022				GPA over or over 25%		Pending	
2023	Multi-Modal	207682	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	Harbor Transit Multi-Model Transportation System	Transit Operating areawide	0.000		SP3000-operating except JARC and New Freedom	Operating assistance		NI	Programmed	20-23	\$535,000	\$0	\$535,000	\$1,070,000	5307	\$1,070,000	Admin Modification	01/29/2020		N/A		09/29/2023				GPA over or over 25%		Pending	
2020	Multi-Modal	209045	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Disability Network West Michigan	Clay Ave	0.000		6470-New Freedom Projects	To provide operating assistance.		NI	Active	20-23	\$0	\$0	\$216,768	\$216,768	5310	\$216,768	Admin Modification	10/23/2019		N/A		09/30/2020	12/17/2019				Approved		

GPA Type Subtotals:	Transit Operating															\$9,868,044	\$4,777,268	\$5,147,791	\$19,793,103													
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Trunkline Bridge																																
2022	Trunkline	129961	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	I-96	over Hile Rd	0.000	Bridge Rehabilitation	Deep overlay, beam repair		CON	Programmed	20-23	\$1,394,535	\$154,949	\$0	\$1,549,484	IM	\$1,751,591	Adjustment	03/13/2019	10/03/2016	10/03/2016	N/A	10/08/2021	12/03/2021					Approved
2022	Trunkline	129962	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	I-96 EB	over the Norris Creek	0.000	Bridge Rehabilitation	Deep overlay, substructure repair		CON	Programmed	20-23	\$1,454,459	\$161,606	\$0	\$1,616,065	IM	\$1,826,856	Adjustment	03/13/2019	10/03/2016	10/03/2016	N/A	10/08/2021	12/03/2021					Approved
2020	Trunkline	131501	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 SB	over The White River	0.000	Bridge Rehabilitation	Deep ovly, fascia paint, appr		CON	Programmed	20-23	\$1,132,437	\$251,115	\$0	\$1,383,552	NH	\$1,588,076	Admin Modification	06/19/2019	10/07/2016	10/07/2016	N/A	08/07/2020	10/02/2020					Approved



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Trunkline Bridge																																				
2021	Trunkline	201289	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	M-104	M-104 Over The Spring Lake Channel (70081-B01)	0.000	Bridge Rehabilitation	Deep Overlay		CON	Programmed	20-23	\$1,350,606	\$299,493	\$0	\$1,650,099	NH	\$1,900,568			06/19/2019	10/02/2019	N/A		11/13/2020		01/08/2021				Approved			
GPA Type Subtotals:			Trunkline Bridge													\$5,332,037	\$867,163	\$0	\$6,199,200																	
Trunkline Highway Preservation																																				
2021	Trunkline	90084	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 BR	Dowling Street north to Stanton Road	0.524	Road Capital Preventive Maintenance	Cold Mill and HMA Resurface		CON	Abandoned	20-23	\$1,384,902	\$307,098	\$0	\$1,692,000	ST				10/03/2016	10/03/2016	N/A		01/08/2021		03/05/2021				Approved			
GPA Type Subtotals:			Trunkline Highway Preservation													\$1,384,902	\$307,098	\$0	\$1,692,000																	
Trunkline Road																																				
2020	Trunkline	200664	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	M-104	Spring Lake Channel east to Lake Avenue	1.407	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay		CON	Programmed	20-23	\$611,420	\$135,581	\$0	\$747,000	NH	\$792,000	Admin Modification				N/A		07/10/2020		09/04/2020				Approved			
2020	Trunkline	204257	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31	M-45 north to Comstock Street	5.055	Road Capital Preventive Maintenance	Full Depth Concrete Joint Repair, Diamond Grinding		CON	Active	20-23	\$1,520,773	\$337,227	\$0	\$1,858,000	NH	\$1,908,000	Admin Modification				N/A	02/07/2020	02/07/2020	03/06/2020					Approved			
GPA Type Subtotals:			Trunkline Road													\$2,132,193	\$472,808	\$0	\$2,605,000																	
Trunkline Traffic Operations And Safety																																				
2022	Trunkline	124871	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31	US-31 and M-104 in Grand Haven and Spring Lake	5.855	ITS Applications	ITS devices and communications system		PE	Programmed	20-23	\$327,400	\$72,600	\$0	\$400,000	ST	\$3,950,931					06/19/2019	10/02/2019	N/A		10/11/2021		12/01/2023				Approved	
2020	Trunkline	127478	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31	At Pierce Street, Winans Street and 158th Avenue	1.048	Traffic Safety	Indirect Left Turn Lanes		CON	Programmed	20-23	\$708,003	\$156,997	\$0	\$865,000	CM	\$1,065,000	Admin Modification					06/19/2019	10/03/2016	10/03/2016	N/A		08/07/2020		10/02/2020			Approved
2021	Trunkline	205227	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	4.687	ITS Applications	ITS devices, advanced Traffic Signal technologies and communications		EPE	Programmed	20-23	\$84,073	\$18,643	\$0	\$102,716	NH	\$2,047,478	Adjustment					03/13/2019		N/A		10/02/2020		02/04/2022				Approved
2021	Trunkline	205227	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	4.687	ITS Applications	ITS devices, advanced Traffic Signal technologies and communications		PE	Programmed	20-23	\$201,776	\$44,743	\$0	\$246,519	NH	\$2,047,478	Adjustment					03/13/2019		N/A		10/05/2020		02/04/2022				Approved
2022	Trunkline	205227	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 from Hayes to M-104 and NB US-31 at M-45	4.687	ITS Applications	ITS devices, advanced Traffic Signal technologies and communications		CON	Programmed	20-23	\$1,390,011	\$308,232	\$0	\$1,698,243	NH	\$2,047,478	Adjustment					03/13/2019		N/A		12/10/2021		02/04/2022				Approved
2021	Trunkline	207793	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Ottawa	MDOT	US-31 N	US-31 at Jackson St.	0.198	Minor Widening	Construct Right turn lanes		CON	Programmed	20-23	\$379,784	\$84,216	\$0	\$464,000	NH	\$561,000	Admin Modification					09/26/2019		N/A		12/11/2020		02/05/2021				Approved
2020	Trunkline	209013	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	US-31 S	US-31 from Shelter Rd tp Airline Rd	0.250	Traffic Safety	Freeway Sign Replacement		PE	Active	20-23	\$100,000	\$0	\$0	\$100,000	NHG	\$100,000	Admin Modification					10/22/2019		N/A		10/23/2019	10/28/2019				Approved	
2021	Trunkline	209373	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-46	M-46 (Apple) - Six signal locations in Muskegon County	0.000	Traffic Safety	Traffic Signal Modernization: connected vehicle installations		PE	Programmed	20-23	\$317,046	\$0	\$0	\$317,046	STG	\$2,747,732	Admin Modification					12/16/2019		N/A		10/16/2020		02/02/2024				Approved
GPA Type Subtotals:			Trunkline Traffic Operations And Safety													\$3,508,093	\$685,431	\$0	\$4,193,524																	
Grand Total:															\$74,567,871	\$15,352,860	\$16,823,229	\$106,743,959																		

Total Job Phases Reported: 163



ALL PROJECT SEARCH - STANDARD REPORT

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

Date: 02/21/2020

Page: 13 of 13

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

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

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

RTF: ALL

Include S/TIP Exempt: No

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APPENDIX K

RESOLUTION OF WESTPLAN 2045 LONG RANGE TRANSPORTATION PLAN ADOPTION

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(Resolution of Plan Adoption will be included after approval)