

Transportation Conformity Determination Report for the 1997 Ozone NAAQS

Muskegon Orphan Maintenance Area (Partial Muskegon County)

New WestPlan 2026-2029 Transportation Improvement Plan

April 15, 2025

Prepared by:

Michigan Department of Transportation
Statewide and Urban Travel Analysis Section
Van Wagoner Transportation Building
Lansing, MI 48909
WittID@Michigan.gov
517-335-4620

in cooperation with

West Michigan Shoreline Regional Development Commission (WMSRDC)
316 Morris Ave.
Muskegon, MI 49440
231-722-7878
www.wmsrdc.org

Individuals with disabilities may contact the Michigan Department of Transportation's (MDOT) ADA coordinator to request an alternative format to these materials. Please visit www.Michigan.gov/ADA for a list of state ADA coordinators.

Table of Contents

Executive Summary	3
1.0 Background	5
1.1 Transportation Conformity Process	5
1.2 Conformity Area	5
1.3 Attainment Status	5
2.0 Metropolitan Transportation Plan or Long-Range Transportation Plan	7
3.0 Transportation Improvement Program.....	7
4.0 Transportation Conformity Determination: General Process	8
5.0 Transportation Conformity Requirements.....	8
5.1 Overview	8
5.2 Latest Planning Assumptions	9
5.3 Consultation Requirements	9
5.4 Timely Implementation of Transportation Control Measures	10
5.5 Fiscal Constraint.....	10
6.0 Conclusion	10
Appendix A: Meeting Summary of Interagency Workgroup.....	11
Appendix B: Public Comments and Responses	15
Appendix C: Projects Evaluated for Conformity	15

Executive Summary

As part of its transportation planning process, West Michigan Metropolitan Transportation Planning Program (WestPlan) completed the transportation conformity process for the WestPlan 2026-2029 Transportation Improvement Program (TIP) and the 2050 Metropolitan Transportation Plan (MTP). This report documents that the WestPlan 2026-2029 TIP and associated 2050 MTP, in the remaining 1997 ozone NAAQS maintenance area of Muskegon County not covered by the 2015 ozone NAAQS nonattainment area, 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 of 42 U.S.C. 7506(c)(1). The United States Environmental Protection Agency’s (EPA) transportation conformity rules establish the criteria and procedures for determining whether Metropolitan Transportation Plan (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. Muskegon County 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. The western part of the county was designated nonattainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the *South Coast II* decision, this conformity determination on the MTP and TIP is being made for the remaining maintenance area of the 1997 ozone NAAQS in Muskegon County.

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 the state's 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 MTPs, TIPs and projects are consistent with ("conform to") the state's air quality goals in the SIP.

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 the remaining 1997 ozone NAAQS maintenance area of Muskegon County, that area not covered by the 2015 ozone NAAQS nonattainment area. The area consists of seven townships in Muskegon County, Holton, Cedar Creek, Egelston, Moorland, Casnovia, Sullivan, and Ravenna all within the boundary of the metropolitan planning organizations (MPO) of WestPlan.

Findings of this 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 (also referred to as 1997 ozone standard). Muskegon County was designated a

nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment, approving and finding adequate motor vehicle emissions budgets (MVEB) 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 Muskegon County maintenance 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 the western part of Muskegon County as a nonattainment area for the strengthened 2015 ozone NAAQS. However, conformity was required to be conducted for the whole county because the MVEBs were for the whole county.

On Nov. 7, 2022, the Muskegon County 2015 ozone nonattainment area (partial county) was reclassified by EPA from marginal to moderate for failure to attain the NAAQS by Aug. 3, 2021. MVEBs for the 2015 ozone partial county nonattainment area were developed and will be used once approved by EPA.

In 2024, the EPA approved the MVEBs for the Muskegon Partial County 2015 Ozone Nonattainment Area. With these budgets approved, the emissions analysis will include only the partial county nonattainment area. This qualitative report will cover the remaining 1997 ozone maintenance area in Muskegon County.

2.0 Metropolitan Transportation Plan or Long-Range Transportation Plan

The Metropolitan Transportation Plan (MTP), also referred to as a Long-Range Transportation Plan (LRTP), is developed by the MPO to establish a long-term transportation plan. An MTP 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 MTP 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.

A conformity determination for this maintenance area was conducted for the new 2025 MTP and 2023-2026 TIP, receiving a letter supporting the conformity findings from FHWA/FTA on June 4, 2024. Findings of this transportation conformity report are for transportation activities contained within the conformity area.

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 MTP.

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.

Findings of the transportation conformity report are for transportation activities contained within the conformity area. WestPlan is developing a new 2026-2029 TIP. This conformity report is to ensure that the part of WestPlan in the remaining 1997 ozone maintenance area in Muskegon County satisfies its obligation to the CAA. This report evaluates transportation activities contained in:

- WestPlan 2026-2029 TIP in the eastern part of Muskegon County, and
- WestPlan 2050 MTP in the eastern part of Muskegon County.

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 and projects. FHWA/FTA made its initial 1997 ozone conformity determinations for this area on May 30, 2019. Conformity will now be required no less frequently than every four years. The current conformity determination report will address transportation conformity for the new 2026-2029 TIP as well as projects in the 2050 MTP contained in the remaining 1997 ozone maintenance area, which is not part of the 2015 ozone nonattainment area, in Muskegon County.

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 (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, TIPs and projects includes latest planning 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, TIPs and projects for the

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 at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100VQME.pdf>.

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 maintenance area in Muskegon County for the WestPlan 2050 MTP and 2026-2029 TIP 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 (refer 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 WestPlan, MACC, 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 March 17, 2025, 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 will be 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 WestPlan policy committee makes a determination.

A formal public comment period for this draft conformity report is April 15 to May 21, 2025. Public comments received and responses to those comments will be in Appendix B.

The WestPlan policy committee will make a formal conformity determination through a resolution on May 21, 2025.

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 MTP and 2026-2029 TIP are fiscally constrained, as demonstrated in:

- WestPlan 2026-2029 TIP, Financial Analysis, and
- WestPlan 2050 MTP, Chapter 13 Financial Resources Analysis.

6.0 Conclusion

The conformity determination process completed for the WestPlan 2026-2029 TIP and 2050 MTP demonstrates that these planning documents meet the CAA and transportation conformity rule requirements for the 1997 ozone NAAQS.

Appendix A: Meeting Summary of Interagency Workgroup

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
for
Partial Allegan County 2015 Ozone Nonattainment Area
Partial Allegan County 1997 Ozone Orphan Maintenance Area (OMA)
Partial Muskegon County 2015 Ozone Nonattainment Area
Partial Muskegon County 1997 Ozone Orphan Maintenance Area (OMA)
Grand Rapids Area 1997 Ozone Limited Orphan Maintenance Area (LOMA) (Kent and Ottawa counties)
for
New 2026-2029 Transportation Improvement Programs
Teams Meeting: 11 a.m. - noon (EST) March 17, 2025

Welcome and Introductions:

Members and partners attended the video conference by Teams. The group was welcomed to the MITC-IAWG for the conformity areas in Allegan, Muskegon, Ottawa, and Kent counties, which now contain five conformity areas. The group met to review projects and modeling parameters for the new 2026-2029 Transportation Improvement Programs (TIPs). Each attendee introduced themselves.

In attendance:

EPA: Michael Leslie
FHWA: Jenny Staroska
MDOT: Donna Wittl, Luke Walters, Heather Bowden, Tyler Kent, Dennis Kent, Blake Wright, Lane Masoud, Ryan Gladding, Jon Roberts, Fred Featherly, Sam Hetherington
MACC: Alec Miller, Jason Latham
WestPlan: Lauryn Blake, Brian Mulnix, Joel Fitzpatrick, Jack Grice
GVMC: Mike Zonyk

Not attending:

FHWA: Christina Nicholaides
FTA: Cecilia Crenshaw
EGLE: Breanna Bukowski
MACC: Eric Dykstra
GVMC: Andrea Faber, Laurel Joseph, George Yang
MDOT: Mark Kloha, Bill Loehle, Susan Rozema, Valerie Shultz, Tina Hawley

Conformity documents:

It was explained that each of the five documents listed below would be needed, thus new conformity documents for each area. Muskegon had partial county documents created for their new 2050 MTP. For Allegan County, this will be the first time the partial county moderate motor vehicle emission budgets will be used. The Grand Rapids area has not changed; the report will be in the same format. Note: both MACC and WestPlan will also need to have a supporting policy resolution for the Grand Rapids report, as well as GVMC.

- 1) Partial Allegan County 2015 Ozone Nonattainment Area Conformity Analysis (requires emission modeling)
- 2) Partial Allegan County 1997 Ozone Orphan Maintenance Area (OMA) conformity report (qualitative, no modeling)
- 3) Partial Muskegon County 2015 Ozone Nonattainment Area Conformity Analysis (requires emission modeling)
- 4) Partial Muskegon County 1997 Ozone Orphan Maintenance Area (OMA) conformity report (qualitative, no modeling)
- 5) Grand Rapids Area (Kent and Ottawa counties) 1997 Ozone Limited Orphan Maintenance Area (LOMA) conformity report (qualitative, no modeling)

Modeling:

The modeling assumptions below were reviewed, and the group agreed with the methods. Local AVFT data will be entered into EPA's AVFT Tool to determine future years. The different analysis years for Allegan and Muskegon are because given past analysis, these work best and since there is no overlapping area, they don't need to be the same.

a. Analysis years:

Allegan Partial County 2015 ozone nonattainment area

2019 base year of MACC travel demand model

2026 attainment year of 2015 ozone NAAQS - serious

(Must attain standard by Aug. 3, 2027)

2035 interim analysis year

2045 interim analysis year

2050 last year of MTP

Muskegon Partial County 2015 ozone nonattainment area

2019 base year of WestPlan travel demand model

2026 attainment year of 2015 ozone NAAQS - serious

(Must attain standard by Aug. 3, 2027)

2030 interim analysis year

2040 interim analysis year

2050 last year of MTP

b. Emission model: MOVES5

c. Budgets: moderate SIP partial county 2015 ozone nonattainment budgets

d. Meteorology data: local 2019 meteorology

e. Speeds: average speed by MOVES road types by travel demand model time periods

f. Vehicle population and age distribution: year 2019 Secretary of State (SOS) active vehicle registrations pulled on July 1

g. Default data used in MOVES: starts, hoteling, idling, fuel, hour VMT fraction

Project list review:

It was stated that the lists provided are not from the new JobNet Air Quality report. The report could not be used because of the way JobNet is configured for the overlapping TIP year. A new field, "Conformity

Area,” was added to the spreadsheet and indicates which conformity area/s a job is in. This was manually determined but, in the future, might be done by JobNet. How abandoned jobs should be handled also was covered. In the comment field it should be stated if the job was modeled or not and to use font red. It was explained that all jobs that can be modeled are modeled when modeling occurs.

The project list for the MACC was reviewed. There are two non-exempt projects: one in the nonattainment area and one in Ottawa County, which is part of the Grand Rapids LOMA. All other projects are exempt.

The project list for WestPlan was reviewed and all projects are deemed exempt.

The project list for GVMC was reviewed. There are two non-exempt projects; all other projects are deemed exempt. It was mentioned that job number 222925, construct a two-way bikeway, is not a road diet (this comment was added to the list).

Rural projects in Allegan and Ottawa counties contained in the Rural STIP were reviewed and all projects are exempt.

Other:

The question was asked about job number 214169 in Muskegon County that it might be changing to a road diet. It is currently not on the TIP list because it is in a GPA, but if it changes it will be moved to the TIP list.

A question was asked about how wildfires and exceptional events might affect the analysis. It was explained that wildfires affect new designations of areas, for example, for the new PM2.5 NAAQS, not existing conformity analysis. There is a separate process for designating new nonattainment areas.

It was asked what the exact boundaries are for the partial county nonattainment areas. It was explained they can be found in the conformity analysis and reports for those areas and in the Federal Register. After the meeting, a pdf of the Federal Register containing the information, Federal Register/Vol. 83, No. 107/Monday, June 4, 2018/page 25776 - 25848, was emailed to the group.

A question was also asked about other areas in the Grand Region that might need conformity done for the new TIPs. Mason and Benzie counties are considered isolated rural maintenance areas and only need to do a new conformity report if have a non-exempt project. These areas are LOMAs, so do not need to do modeling for their conformity and IAWGs are done entirely by email.

Wittl, Donna (MDOT)

From: Wittl, Donna (MDOT)
Sent: Monday, March 10, 2025 9:56 AM
To: leslie.michael@epa.gov; Nicholaides, Christina (FHWA); Staroska, Jenny (FHWA); Cecilia.Crenshaw@dot.gov; Bukowski, Breanna (EGLE); Wittl, Donna (MDOT); Walters, Luke (MDOT); Bowden, Heather (MDOT); amiller@the-macc.org; jlatham@the-macc.org; edykstra@the-macc.org; lblake@wmsrdc.org; Brian Mulnix; Joel Fitzpatrick; andrea.faber@gvmc.org; Laurel Joseph; George Yang; Michael Zonyk; Kloha, Mark (MDOT); Kent, Tyler (MDOT); Kent, Dennis (MDOT); Loehle, William (MDOT); Rozema, Susan (MDOT); Wright, Blake (MDOT); Masoud, Lane (MDOT); Gladding, Ryan (MDOT); Roberts, Jonathan (MDOT); Featherly, Fred (MDOT); Shultz, Valerie (MDOT); Hawley, Tina (MDOT)
Cc: Hetherington, Samuel (MDOT); Jack Grice
Subject: March 17 IAWG Agenda and Projects to Review
Attachments: Agenda March 17 IAWG.docx; Rural STIP Projects Allegan Ottawa.xlsx; MACC FY26-29 All TIP Projects.xlsx; WestPlan 26-29 All TIP List.xlsx; GVMC 2026 to 29 new TIP Project list.xlsx

Greetings MITC-IAWG Members and Partners:

Partial Allegan County 2015 Ozone Nonattainment Area
Partial Allegan County 1997 Ozone Orphan Maintenance Area (OMA)
Partial Muskegon County 2015 Ozone Nonattainment Area
Partial Muskegon County 1997 Ozone Orphan Maintenance Area (OMA)
Grand Rapids Area (Kent-Ottawa counties) 1997 Ozone Limited Orphan Maintenance Area (LOMA)

Attached are the agenda and project lists for the March 17 meeting. Please review projects in the four lists and the agenda because it contains modeling procedures the group needs to agree on.

Projects classified as non-exempt are highlighted in yellow and projects being abandoned or suspended are in red font. A new field "Conformity Area" lists if the job is in the nonattainment, OMA, LOMA area, or a combination.

If there are questions or concerns, you can reach out before the meeting to allow time for research so questions can be answered at the meeting.

Thanks,
Donna

Donna Wittl

Air Quality Transportation Conformity Specialist
Statewide & Urban Travel Analysis Section
Bureau of Transportation Planning
Michigan Department of Transportation
517-335-4620
WittlD@michigan.gov
www.Michigan.gov/MDOT

Appendix B: Public Comments and Responses

Comments received will be addressed here.

Appendix C: Projects Evaluated for Conformity

Attached are the projects evaluated at the March 17, 2025, MITC-IAWG contained in this maintenance area.

The list of projects starts on the following page.

FY2026-2029 Transportation Improvement Program (TIP) Project list- Muskegon Partial county Orphan Maintenance Area

Fiscal Year	Job Type	Job#	GPA Type	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Air Quality Classification	Air Quality Comment	Conformity Area	Phase Status	S/TIP Cycle	Fund Source	Template Name	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Schedule Obligation Date
2026	Local	220537	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ryerson Rd	Ryerson Road, Str #7651, over Cedar Creek, Muskegon County	0.000	Bridge Replacement	Bridge Replacement	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	BRT	STP - Flexible (Bridge)	\$1,312,308	\$246,058	\$82,019	1,640,385.00	10/10/2025
2026	Local	220915	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Evanston Ave	Evanston Avenue Str #14578 over Black Creek, Muskegon County	0.000	Bridge Replacement	Bridge Replacement	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	BRT	STP - Flexible (Bridge)	\$1,016,320	\$190,560	\$63,520	1,270,400.00	10/10/2025
2026	Local	214246	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	West Michigan Shoreline Regional Development Commission	Morris Ave	Areawide	0.000	Planning, Research & Design	Air quality program	NI	exempt		nonattainment, OMA partial Muskegon County, LOMA	Programmed	23-26	CM	CMAQ	\$90,000	\$0	\$22,500	112,500.00	10/01/2025
2026	Local	214369	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Bailey Rd	from Ravenna Rd to Squires Rd	2.466	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing	CON	exempt	was not modeled	OMA Partial Muskegon County	Abandoned	23-26	EDD	TEDF Category D	\$0	\$189,693	\$0	189,693.00	12/12/2025
2026	Local	219008	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ravenna Rd	Ravenna Road - Mortimer to Apple	2.560	Road Rehabilitation	Crush and Shape and Asphalt resurfacing	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	EDD	TEDF Category D	\$0	\$189,693	\$0	189,693.00	10/10/2025
2026	Local	221965	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Countywide	Various Locations - Muskegon County	0.200	Traffic Safety	Intersection signing	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	HSIP	Safety	\$132,119	\$0	\$14,680	146,799.00	04/10/2026
2026	Local	214369	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Bailey Rd	from Ravenna Rd to Squires Rd	2.466	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing	CON	exempt	was not modeled	OMA Partial Muskegon County	Abandoned	23-26	STL	STP - Rural/Flexible	\$799,000	\$0	\$11,307	810,307.00	12/12/2025
2026	Local	219008	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Ravenna Rd	Ravenna Road - Mortimer to Apple	2.560	Road Rehabilitation	Crush and Shape and Asphalt resurfacing	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	STL	STP - Rural/Flexible	\$799,000	\$0	\$11,307	810,307.00	10/10/2025
2026	Local	215761	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	Muskegon County	Evanston Ave	Mill Iron to Wolf Lake Road	2.450	Road Rehabilitation	Resurface	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	STUL	STP - Small MPO	\$837,480	\$0	\$209,370	1,046,850.00	10/10/2025
2026	Local	214246			Muskegon, Ottawa	WMSRDC	Air Quality	Regionwide		Air Quality Program		NI	exempt		nonattainment, OMA Partial Muskegon County, LOMA			CM		\$90,000	\$0	\$22,500	112,500.00	
2026	Trunkline	213366	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon, Ottawa, Kent	MDOT	Grand Region Regionwide Pvmt Mrkg Retro Readings	All of WESTPLAN MPO	14.885	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region	CON	exempt		OMA Partial Muskegon County, LOMA	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings	\$1,210	\$134	\$0	1,344.00	10/01/2025
2026	Trunkline	207544	S/TIP Line items	West Michigan Metropolitan Transportation Planning Program (WESTPLAN)	Muskegon	MDOT	M-46 W	Non-Freeway Signing Upgrade, Non-freeway signing upgrade	40.143	Traffic Safety	Non-Freeway Sign Replacement	CON	exempt		OMA Partial Muskegon County	Programmed	23-26	STG	Traffic And Safety - Signs	\$527,121	\$0	\$0	527,121.00	10/10/2025
2027	Local	223161			Muskegon, Ottawa, Kent	WMSRDC	Air Quality	Regionwide		Air Quality Program		NI	exempt		nonattainment, OMA Partial Muskegon County, LOMA			CM		\$92,857	\$0	\$0	115,734.00	
2028	Local	223168			Muskegon, Ottawa	WMSRDC	Air Quality	Regionwide		Air Quality Program		NI	exempt		nonattainment , OMA Partial Muskegon County LOMA			CM		\$99,838	\$0	\$24,960	124,798.00	
2029	Local	223169			Muskegon, Ottawa	WMSRDC	Air Quality	Regionwide		Air Quality Program		NI	exempt		nonattainment, OMA Partial Muskegon County, LOMA			CM		\$92,537	\$0	\$23,134	115,671.00	