
Final

**Transportation Conformity Determination Report for
the 1997 Ozone NAAQS**

**Grand Rapids Orphan Maintenance Area
(Kent and Ottawa Counties)**

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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nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.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 LTRPs 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

Name

Agency

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 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 to 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 for Grand Rapids Maintenance Area	Report based on	MPO	Public Comment Period	MPO Policy adoption date of 2045 LRTP and Conformity report	Current 2040 LRTP expiration date	Board approval	Anticipated FHWA letter supporting conformity
First Report Dated Dec. 27, 2019	MACC 2045 LRTP WestPlan 2040 LRTP GVMC 2040 LRTP 2020-23 TIP All and STIP	MACC	Jan. 8 to Feb. 16, 2020	Feb. 24	April 27, 2020	N/A	Mid- to end of March
Second Report	MACC 2045 LRTP WestPlan 2045 LRTP GVMC 2045 LRTP 2020-23 TIP All and STIP	WestPlan	March 19 to April 1, 2020	April 15	June 17, 2020	N/A	Mid- to the end of May
		GVMC	Jan. 13 to Feb. 3, 2020	March 18	May 7, 2020	May 7	

Questions, concerns, and corrections let me know.

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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

						\$0	\$0	\$0		
*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 (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.

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	