# Air Quality Conformity Analysis
# for the
# Allegan County, Michigan 2015 Ozone NAAQS Nonattainment Area

## Final

## Feb. 28, 2024

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

in cooperation with

Macatawa Area Coordinating Council (MACC)
301 Douglas Ave.
Holland, MI 49424
616-395-2688
www.the-macc.org

## Table of Contents

**List of Tables:**

# 1.0 Conformity

## 1.1 Introduction

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

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

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

## 1.2 Nonattainment and Maintenance Areas

Allegan County is partially an ozone nonattainment area and entirely an ozone maintenance area. Within the boundary is part of the Macatawa Area Coordinating Council (MACC) MPO, as well as rural projects contained in the State Transportation Improvement Program (STIP).

Findings of the transportation conformity analysis are for projects within Allegan County. Projects for the new 2050 MACC LRTP and 2023 to 2026 TIP were evaluated for this analysis at meetings on Oct. 26 and Dec. 5, 2023, of the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Projects in the Rural State Transportation Implementation Plan (STIP) have not changed since the previous analysis and are included in the modeling. Projects for this analysis are contained in:

- MACC 2050 LRTP in Allegan County,
- MACC 2023-2026 TIP in Allegan County, and
- Rural STIP 2023-2026 in Allegan County.

## 1.3 Conformity Finding

The staff of the MACC finds that the LRTP and TIP conform to the SIP for the 2015 ozone standard and the 1997 ozone standard based on the results of this conformity analysis. This report makes the

determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document was subject to a public comment period Jan. 4 - Feb. 26, 2024. Comments will be recognized, considered, and responses provided in Appendix B.

On Feb. 26, 2024, the MACC Policy Committee made a formal conformity determination, through a resolution, supporting the conformity determination.

### 1.4 Results of Conformity Analysis

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

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

| Analysis Year | Emissions (tons/day) | |
|---|---|---|
| | VOC | NOx |
| SIP Budget | 3.93 | 6.92 |
| 2023 | 1.41 | 2.16 |
| 2025 | 1.29 | 1.74 |
| 2035 | 0.86 | 0.89 |
| 2045 | 0.78 | 0.78 |
| 2050 | 0.76 | 0.78 |

## 2.0 Background and Attainment Status

### 2.1 Background

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

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

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

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

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

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

## 2.2 Attainment Status

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

On Sept. 24, 2010, the EPA redesignated the area attainment/maintenance, approving and finding adequate motor vehicle emission budgets for VOC and NOx for the year 2021. The area was placed into maintenance, requiring conformity emissions to be compared to the MVEBs contained in the SIP, referred to as SIP budgets.

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

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

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

On Aug. 3, 2018, the EPA designated part of Allegan County as nonattainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard). Conformity is conducted for the whole county because the MVEBs are for the whole county.

On Nov. 7, 2022, the Allegan 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. Therefore, the area now has more stringent CAA requirements to follow to assist in attaining the NAAQS. The area must now show attainment by Aug. 3, 2024, with 2023 being the last ozone season. MVEBs for the 2015 ozone partial county nonattainment area will be used once approved by EPA.

### 2.3 SIP Budgets

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

## 3.0 Interagency Consultation

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

A MITC-IAWG was held on Oct. 26, 2023, to review projects and modeling assumptions; individuals attended by video conferencing (Microsoft Teams). The meeting was a joint meeting between the three conformity areas: The Allegan County Nonattainment Area, the Muskegon County Nonattainment Area, and the Grand Rapids 1997 ozone Limited Orphan Maintenance Area (LOMA). The MPO regions of the MACC and WestPlan extend into Ottawa County, which is part of the Grand Rapids 1997 ozone LOMA. An additional MITC-IAWG was held by e-mail on Dec. 5, 2023, to add a non-exempt project to the analysis. Summaries of the MITC-IAWG meetings and relevant interagency consultation correspondence related to this conformity is in Appendix A. A copy of this conformity analysis was sent to each MITC-IAWG member for review and comment.

## 4.0 Public Participation

The Public Participation Plan, adopted by the MPO policy committee, establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed

for this document, ensuring the public has an opportunity to review and comment before the MPO policy committee makes a determination.

A formal public comment period for the draft Air Quality Conformity Analysis was held Jan. 4 – Feb. 26, 2024. Public comments received and responses to the comments will be in Appendix B.

# 5.0 Projects Evaluated for the Conformity Analysis

The MITC-IAWG reviewed projects for the MACC 2050 LRTP and 2023 to 2026 TIP at the Oct. 26 and Dec. 5, 2023, meetings. All other projects had been reviewed previously. There were no new projects for the rural STIP; all had been reviewed previously as amendments. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a list of the projects evaluated for Allegan County at the MITC-IAWGs.

# 6.0 Transportation Modeling

## 6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The Allegan County nonattainment and maintenance area is covered by two travel demand forecasting models: the MACC travel demand model covering the urban portion and the statewide model covering the rural area of the county. Each of these models was developed in TransCAD modeling software, using the latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), vehicles hours of travel (VHT), and speeds. Detailed documentation on each of these models is contained in separate documents available upon request.

### 6.1.2 MACC Model

The MACC model covers the greater Holland and Zeeland area, with half in Allegan County and half in Ottawa County. Only the Allegan County portion of the model is considered for this analysis. Developed by the Michigan Department of Transportation (MDOT), this standard four-step model has a base year of 2019 and a horizon year of 2050. Each of the four steps - trip generation, trip distribution, mode choice, and traffic assignment - are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The census, American Community Survey (ACS), and Regional Economic Models Inc. (REMI) data, along with the previous model, were used to generate population and household base data. Employment data was obtained from a private business database and verified with local knowledge. Economic, REMI, and demographic forecast data were used to estimate future growth to 2045. The University of Michigan and MDOT jointly develop county-specific forecast data for the REMI model. Horizon year 2050 was created by projecting socioeconomic data.

### 6.1.3 Statewide Model

The statewide model developed by a consultant and MDOT (completed in 2019) covers all counties in the state and was used for the non-urban parts of Allegan County. The model is an

advanced trip-based model with short- and long-distance passenger trip generation, mode choice, trip distribution, and traffic assignment by four time-of-day periods, as well as freight models for multi- and single-unit trucks and other light commercial vehicles. The model has a base year of 2015 and forecasts traffic in five-year increments through 2045. Required interim analysis years are interpolated. The base year trip table is calibrated to match a passive origin and destination dataset for a typical fall weekday. Trip assignment uses an equilibrium method and base year volumes were validated against traffic counts using MDOT and FHWA standards. Future data is based on REMI and demographic forecasts to 2045. Horizon year 2050 was created by projecting VMT and VHT.

### 6.1.4 Coding Travel Demand Model Links for NFC by Urban and Rural

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

### 6.1.5 Highway Performance Monitoring System (HPMS)

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

## 6.2 Analysis Years

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

| Analysis Year | Reason |
|---|---|
| 2023 | 2015 ozone standard attainment year |
| 2025 | Interim year (so analysis years not more than 10 years apart) |
| 2035 | Interim year (so analysis years not more than 10 years apart) |
| 2045 | Interim year (so analysis years not more than 10 years apart) |
| 2050 | Last year of long-range transportation plan for the MACC |

# 7.0 Latest Planning Assumptions

## 7.1 Demographic Data

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

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

| County | Population | | Employment | |
|---|---|---|---|---|
| | 2019 | 2050 | 2019 | 2050 |
| Allegan County | 145,435 | 173,205 | 76,261 | 86,549 |

## 7.2 Vehicle Miles of Travel

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

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

| | Analysis year | | | | | |
|---|---|---|---|---|---|---|
| Allegan County | Base Year 2019 | 2023 | 2025 | 2035 | 2045 | 2050 |
| VMT | 4,113,862 | 4,187,507 | 4,208,366 | 4,424,471 | 4,611,424 | 4,687,125 |
| Growth Rate | 1.00 | 1.02 | 1.02 | 1.08 | 1.12 | 1.14 |

## 7.3 Vehicle Hours of Travel

VHT is an indicator of congestion. Current and future levels are provided in Table 4.

**Table 4: Vehicle Hours of Travel by County**

| | Analysis year | | | | | |
|---|---|---|---|---|---|---|
| Allegan County | Base Year 2019 | 2023 | 2025 | 2035 | 2045 | 2050 |
| VHT | 85,677 | 87,412 | 87,952 | 92,714 | 96,477 | 98,155 |

## 7.4 Transportation Control Measures

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

# 8.0 Emission Modeling

## 8.1 MOVES Specifications

The EPA's MOVES version MOVES3.1 was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

## 8.2 Road Type Distribution

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

## 8.3 Average Speed

A speed distribution is created using a method developed by EPA for taking a single average speed and creating a distribution. An average speed is generated for each of the four-time periods (a.m., midday, p.m., and off-peak) in the travel demand forecasting models for each of the four road types in MOVES, generating 16 average speeds. The same distribution was used for each vehicle type.

## 8.4 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's moves3_aadvmt convert-tool was used to convert annual average daily VMT to annual VMT, monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

## 8.5 Vehicle Population

The source of most of the vehicle population is from the Michigan Department of State, Secretary of State (SOS) Customer and Automotive Records System (CARS) database, which pulled vehicles able to drive on the road on July 1, 2019. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine refuse truck, single-unit truck, and combination truck categories. The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with other variables derive MOVES vehicle types. The document, *Development of 2019 Vehicle Population Data for MOVES from MDOS CARS, MDOT Transit, and MDOE School Bus Databases*, describing the process is available upon request.

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

### 8.6 Vehicle Age Distribution

MOVES requires vehicle age as one of the local data inputs. The SOS CARS database for year 2019 was the source of vehicle ages. Vehicles are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2019 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is sorted by MOVES vehicle types and age. For refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution is used to calculate splits in population because of limited local numbers. Base year age distribution fractions were used for all future analysis years.

### 8.7 Other Local Data

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

## 9.0 Conclusion

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

The conformity analysis described here and conducted by MDOT, with support of the MACC, concludes that the MACC 2050 LRTP and 2023-2026 TIP, along with the projects in the 2023-2026 rural STIP, contained in Allegan County meet all applicable requirements for conformity for the 2015 and 1997 ozone standards; thus, it is recommended that FHWA support this conformity determination finding.

## Table 5: Mapping to MOVES Source Types

| MOVES Source Type | SOS Body Style | MDOT Transit Database | MDOE School Bus Database |
|---|---|---|---|
| 11 – Motorcycle | Motorcycle | | |
| 21 – Passenger Car | Two-Door, Four-Door, Convertible, Roadster, Low-Speed | | |
| 31 – Passenger Truck | Station Wagon (includes SUVs), Pickup, Van, Hearse<br><br>Based on Use Type if Regular/Non-Commercial or Farm or Historical/Authentic.<br>If Use Type Standard Gross Vehicle Weight (GVW) and Plate Type GVW and Owner Type Individual.<br>Vehicles over 10,000 pounds are moved to source type 50. | | |
| 32 – Light Commercial Truck | Station Wagon (includes SUVs), Pickup, Van, Hearse, Ambulance<br><br>Based on Use Type if Regular/Commercial, Carnival/Moving Company, Charitable Corporation, Log, Milk, Transport Passenger for Hire, Commercial - Tow Mobile Home, or Funeral Home.<br>If Use Type Standard GVW and Plate Type commercial or fleet.<br>If Use Type Standard GVW and Plate Type GVW and Owner Type Business or Lease.<br>Vehicles over 10,000 pounds moved to source type 50, except ambulances. | Van/SUV/ minivan from MDOT Transit database were put in source type 32. | |
| 41 – Other Bus | Bus<br>Removed if duplicate in MDOE or MDOT Transit database | | |
| 42 – Transit Bus | | Regular service buses | |
| 43 – School Bus | | | Active school buses |
| <u>50 – Single-Unit Trucks:</u><br><br>51 - Refuse Truck<br>52 - Single-Unit Short Haul<br>53 - Single-Unit Long Haul | Panel, Dump, Mixer, Stake, Wrecker, Utility<br><br>Also: Station Wagon, Pickup, Van, or Hearse with weight over 10,000 pounds.<br>Distribution of source type 51, 52, 53 determined by default distribution in MOVES3. | | |
| 54 – Motorhome | Motorhome | | |
| <u>60 – Combination Trucks:</u><br><br>61 - Combination Short Haul<br>62 - Combination Long Haul | Tank, Tractor<br><br>Data missing from 2019 SOS database; used 2015 data and associated default distribution from MOVES. | | |

Process described in table is documented in *Development of 2019 Vehicle Population Data for MOVES from MDOS CARS, MDOT Transit, and MDOE School Bus Databases*.

# Appendix A: Meeting Summary of the Interagency Workgroups

## Meeting Summary

**Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)**
**for:**
**Allegan County 2015 Ozone Nonattainment Area and 1997 Ozone Maintenance Area,**
**Muskegon County 2015 Ozone Nonattainment Area and 1997 Ozone Maintenance Area**

**For new 2050 Long Range Transportation Plans**

Teams Meeting: 1 -2 p.m. Oct. 26, 2023

Members and partners attended by video conference by Teams.

**In attendance:**

| **Agency** | **Name** |
|---|---|
| Federal Highway Administration (FHWA) | Christina Nicholaides |
| Federal Transit Administration (FTA) | Kathleen Russell |
| Michigan Department of Environment, Great Lakes, and Energy (EGLE) | Breanna Bukowski |
| Michigan Department of Transportation (MDOT) Conformity | Donna Wittl |
| Macatawa Area Coordinating Council (MACC) | Alec Miller and Eric Dykstra |
| West Michigan Metropolitan Transportation Planning Program (WestPlan) | Brian Mulnix, Joel Fitzpatrick and Robert Johnson |
| MDOT Program Manager MACC, WestPlan | Luke Walters |
| MDOT Grand Region | Dennis Kent |
| MDOT project level | Lane Masoud |
| MDOT travel demand modeling, Grand Valley Metro Council (GVMC) | Daniela Khavajian |
| MDOT travel demand modeling, WestPlan | Ryan Gladding |
| MDOT Office of Passenger Transportation (OPT) Allegan County | Fred Featherly |
| MDOT OPT Muskegon and Ottawa counties | Tina Hawley |
| MDOT | Sam Hetherington |

**Welcome and introductions:**

The group was welcomed to the MITC-IAWG to review projects and modeling for air quality for the new 2050 LRTPs for the MACC and WestPlan. It was explained because these are nonattainment areas,

the IAWG must be done by a teleconference or videoconference. Attendance was determined by participants listed by Teams in call. GVMC staff was invited to the meeting but was unable to attend. They are being included to keep the cohesion among the groups and some of the projects being reviewed are in Ottawa County.

**Conformity documents:**

It was explained that each of the four documents listed below would be needed. Depending on the timing of WestPlan's new 2050 LRTP, the projects for GVMC might be included in the same report.

a. Allegan County: New 2050 MACC LRTP - requires emission analysis.
b. Muskegon County: New 2050 WestPlan LRTP - requires emission analysis.
c. Kent-Ottawa County Limited Orphan Maintenance Area (LOMA) New 2050 MACC LRTP in Ottawa County - conformity report (no analysis).
d. Kent-Ottawa County Limited Orphan Maintenance Area (LOMA) New 2050 WestPlan LRTP in Ottawa County - conformity report (no analysis).

**Allegan County analysis years:**

2019 base year of MACC travel demand model
2023 attainment year of 2015 ozone NAAQS - moderate
(Must attain standard by Aug. 3, 2024)
2025 interim analysis year
2035 interim analysis year
2045 interim analysis year
2050 last year of LRTP

A question was asked why year 2025 was needed. Interim analysis years can't have more than 10 years between them.

**Muskegon County analysis years:**

2019 base year of WestPlan travel demand model
2023 attainment year of 2015 ozone NAAQS - moderate
(Must attain standard by Aug. 3, 2024)
2030 interim analysis year
2040 interim analysis year
2050 last year of LRTP

It was explained the analysis years can be different since the two nonattainment areas don't have any overlapping area requiring emission modeling.

**Project review:**

Project lists were sent with the agenda. It was explained that non-exempt projects are highlighted in yellow and would be modeled. Orange highlights were projects requiring discussion. Many projects were listed as exempt but will be modeled; these are indicated on the lists. It was explained it is better to have all projects reviewed by the IAWG so there is a record. The environmental process finds it beneficial to have a record even if the project is exempt.

**Project list for MACC:**

The MACC sent two nonmotorized pathway projects that were added to the final list as exempt projects. The group discussed the College Avenue new road extension; given its proposed configuration, it was deemed exempt. The group agreed with all project classifications as listed.

**Project list for WestPlan:**

WestPlan explained that they were only having there expand list reviewed. An MDOT project on US-31 in Grand Haven was brought to the group at the meeting. The group discussed the project and established an appropriate description and price, and determined it was non-exempt to be modeled in 2050. The group discussed the Walker Road project and determined it to be exempt and will not be modeled. The group agreed with all project classifications as listed.

**Projects for rural STIP:** No changes from last amendment.

**Modeling:**

**Travel demand models:**

a. MACC and WestPlan travel demand models will be updated to base year 2019.
b. Statewide travel demand model will have a base year 2015; used for rural areas of Allegan County.

**Emission model:** MOVES3.1 will be used.

**Budgets:** The 1997 ozone maintenance budgets for each county will be used.

**Meteorology data**: After the call, it was determined with consultation with EPA that data used to create the budgets should be used for the analysis. Default MOVES data should be used because that was the data used for 1997 ozone maintenance SIPs.

**Speeds:** Average speed by MOVES road types per time period will be used.

**Vehicle population and age distribution**: Both will be updated to year 2019 (Secretary of State registration data on July 1).

**Combination trucks:** 2019 data is unavailable from the SOS for this analysis. The 2015 data will be used assuming year 2015 is year 2019 for vehicle population and age distribution for Allegan County analysis. Will use the same method for Muskegon if data is still not available.

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

**Public comment period:**

a. MACC: Jan. 2 - 17, 2024. Later changed to Jan. 4 to Feb. 26, 2024.
b. WestPlan: Dates still uncertain, maybe as early as February 2024.

**Formal resolution from MACC** supporting findings: Feb. 26, 2024.

**MACC:** New determination letter from FHWA needed by April 30, 2024; last LRTP letter dated April 30, 2020.

**Formal resolution from WestPlan supporting findings:** Date still uncertain.

**WestPlan:** New determination letter from FHWA needed by June 5, 2024; last LRTP letter dated June 5, 2020.

**Other items:** It was mentioned the 2015 Ozone National Ambient Air Quality Standard Moderate Element Attainment State Implementation Plan was submitted to EPA on Oct. 16, 2023. It appears at this time the budgets will not be approved in time for these two analyses. This is important because the 2015 ozone budgets represent partial county areas, and the 1997 ozone budgets are for the whole county. A second MITC-IAWG was held to review a project in the MACC MPO area; see below.

# Meeting Summary

**Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)**
**for:**
**Allegan County 2015 Ozone Nonattainment Area and 1997 Ozone Maintenance Area,**
**Muskegon County 2015 Ozone Nonattainment Area and 1997 Ozone Maintenance Area**

**For new 2050 Long Range Transportation Plans**

E-mail Meeting: Dec. 5, 2023

An MITC-IAWG was conducted by e-mail and requesting that a non-exempt project, center turn lane of 1.137 could be added to the MACC modeling for Allegan County and a conference call was not necessary. The group concurred with the request and the project was added to the travel demand model for year 2025. The e-mail requesting concurrence is on the following page. The project was added to MACC list of projects.

**Members and partners concurring:**

| **Agency** | **Name** |
|---|---|
| U.S. Environmental Protection Agency (EPA) | Michael Leslie |
| Federal Highway Administration (FHWA) | Christina Nicholaides |
| Federal Transit Administration (FTA) | Kathleen Russell |
| Michigan Department of Environment, Great Lakes, and Energy (EGLE) | Breanna Bukowski |
| Michigan Department of Transportation (MDOT) Conformity | Donna Wittl |
| Macatawa Area Coordinating Council (MACC) | Alec Miller |
| West Michigan Metropolitan Transportation Planning Program (WestPlan) | Robert Johnson |
| MDOT Program Manager MACC, WestPlan | Luke Walters |
| MDOT Grand Region | Tyler Kent |
| Grand Valley Metro Council (GVMC) | Mike Zonyk and Laurel Joseph |
| MDOT Office of Passenger Transportation (OPT) Muskegon and Ottawa counties | Tina Hawley |

**Wittl, Donna (MDOT)**

| | |
|---|---|
| **From:** | Wittl, Donna (MDOT) |
| **Sent:** | Tuesday, December 5, 2023 12:21 PM |
| **To:** | leslie.michael@epa.gov; Weber, Susan (FTA); Bukowski, Breanna (EGLE); Walters, Luke (MDOT); rjohnson@wmsrdc.org; bmulnix; jfitzpatrick@wmsrdc.org; andrea.faber@gvmc.org; Laurel Joseph; George Yang; Michael Zonyk (GVMC); Kloha, Mark (MDOT); Kent, Tyler (MDOT); Kent, Dennis (MDOT); Loehle, William (MDOT); Rozema, Susan (MDOT); Khavajian, Daniela (MDOT); Gladding, Ryan (MDOT); Roberts, Jonathan (MDOT); Featherly, Fred (MDOT); Jason Latham; Alec Miller; Eric Dykstra (MACC); Masoud, Lane (MDOT); Shultz, Valerie (MDOT); c.nicholaides@dot.gov; Kathleen.russell@dot.gov; Hawley, Tina (MDOT) |
| **Cc:** | Hetherington, Samuel (MDOT) |
| **Subject:** | Additional Project review for MITC-IAWG MACC New 2050 LRTP and TIP |
| **Attachments:** | MACC TIP Project IAWG Review.xls |

Greetings MITC-IAWG Members and Partners for:

Allegan County Nonattainment Area
Muskegon County Nonattainment Area
Grand Rapids Limited Orphan Maintenance Area

The project in the attached file, is in Allegan County and the CON phase for a center-left turn lane for 1.137 miles. The project is being expanded from its previous length of 0.5 miles which was reviewed by the group for the new 2023 to 2026 TIP and thus in the TIP. The project was deemed exempt but is being modeled in the emission analysis for the new 2050 LRTP. Projects classified as exempt are modeled if they can be in the next conformity analysis. Because the project is being expanded to over 1 mile the project would now be considered non-exempt and the expanded length added to the current analysis.

The policies adopted by the group require a call to discuss non-exempt projects but given a call was held to discuss the modeling and emission analysis years, would like to forgo this because the decision is if the project is exempt or non-exempt.

Please, review the project and reply to this email with "concur" if in agreement with the recommendations: the project will be added to the current analysis as non-exempt, and no call required. If not in agreement respond accordingly and explain why. Please use "reply to all." **Responses due by Wednesday December 13, 2023.**

Clarification or questions on the project can be directed to me or the group.

Thank you for your participation,
Donna

Donna Wittl
Air Quality Conformity Specialist
Statewide & Urban Travel Analysis Section
Michigan Department of Transportation
517-335-4620
WittlD@Michigan.gov

## Appendix B: Public Comments and Responses

No comments received.

## Appendix C: Projects Evaluated for Conformity Analysis

Attached are the projects evaluated at the Oct. 26 and Dec. 5, 2023, MITC-IAWGs. The projects for the rural STIP within Allegan County are included in this analysis but there have been no changes in non-exempt projects since the last analysis. The projects for the MACC and rural STIP within Allegan County are being evaluated in this conformity report.

The list of projects begins on the following page.

| Expected Fiscal Year/Year Open to Traffic | Job Type | Responsible Agency | County | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Total Estimated Budget Amount (Current Year Dollars) | Total Estimated Job Cost (Future Year, 4% growth) | Air Quality | Air Quality Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2024 | local | Allegan County | Allegan | Blue Star Highway | 700' South of 141 St Avenue to 143 Rd Avenue | 1.14 | Road Rehabilitation | Resurfacing and adding center -left turn lane for length of project | CON | $800,000 | | non-exempt | Project was reviewed as 0.5 mile center turn lane for 2023-26 TIP and deemed exempt but modeled. With addition of 0.6 miles being added project now non-exempt and full length modeled. JN 214789 |
| 2024 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (5) LghtDty-Cutaways | NI | $875,590 | $875,590 | Exempt | |
| 2026 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (5) MedHvyDty Buses | NI | $4,000,000 | $4,499,456 | Exempt | |
| 2027 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) LghtDty-Cutaways | NI | $700,472 | $819,453 | Exempt | |
| 2028 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) Full Size Van | NI | $304,000 | $369,862 | Exempt | |
| 2030 | Local | ACRC | Allegan | 146th Avenue | 60th Street to City Limits | 0.50 | Road Rehabilitation | Resurface existing roadway | CON | $107,095 | $164,868 | Exempt | |
| 2030 | Local | ACRC | Allegan | 56th Street | 141st Avenue to City Limits | 1.00 | Road Rehabilitation | Resurface existing roadway | CON | $208,671 | $321,239 | Exempt | |
| 2030 | Local | ACRC | Allegan | 60th Street | 146th Avenue to City Limits | 0.20 | Road Rehabilitation | Resurface existing roadway | CON | $107,095 | $164,868 | Exempt | |
| 2030 | Local | ACRC | Allegan | Blue Star Highway | 141st to 142nd Ave | 0.50 | Reconstruction | Reconstruct, add continuous left turn lane | CON | $603,197 | $928,594 | exempt | modeled |
| 2030 | Local | OCRC | Ottawa | 136th Avenue | New Holland St to Bingham St | 1.50 | Road Rehabilitation | Resurfacing | CON | $459,256 | $707,003 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 160th Avenue | 32nd Ave to South Shore Dr | 0.40 | Road Rehabilitation | Resurfacing + Shoulder | CON | $142,305 | $219,072 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 64th Avenue | Ottogan St to Byron Rd | 3.00 | Road Rehabilitation | Resurfacing + Shoulder | CON | $986,429 | $1,518,563 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 96th Avenue | Roosevelt Ave to Riley St | 0.40 | Road Rehabilitation | Resurfacing | CON | $161,710 | $248,945 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 96th Avenue | Riley St to Quincy St | 1.00 | Road Rehabilitation | Resurfacing | CON | $307,249 | $472,995 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 96th Avenue | Quincy St to New Holland St | 1.00 | Road Rehabilitation | Resurfacing | CON | $307,249 | $472,995 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Butternut Drive | 144th Ave to New Holland St | 2.60 | Road Rehabilitation | Resurfacing | CON | $792,378 | $1,219,829 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Byron Road | I-196 to 48th Ave | 4.00 | Road Rehabilitation | Resurfacing | CON | $1,228,994 | $1,891,980 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Port Sheldon Street | 144th Ave to US-31 | 0.80 | Road Rehabilitation | Resurfacing + Shoulder | CON | $265,204 | $408,270 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Port Sheldon Street | Butternut Drive to 144th Ave | 2.70 | Road Rehabilitation | Resurfacing + Shoulder | CON | $889,404 | $1,369,196 | Exempt | |
| 2030 | Local | OCRC | Ottawa | West Olive Road | Bingham St to Port Sheldon St | 0.60 | Road Rehabilitation | Resurfacing | CON | $206,988 | $318,649 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 120th Avenue | BL-196 to Lakewood Blvd. | 0.40 | Road Rehabilitation | Resurfacing | CON | $180,959 | $278,578 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 120th Avenue | Lakewood Blvd to James St | 0.50 | Road Rehabilitation | Resurfacing | CON | $225,194 | $346,675 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 120th Avenue | Riley St to Quincy St | 1.00 | Reconstruction | Improve and Expand 3 to 5 lanes | CON | $1,407,460 | $2,166,720 | Non-exempt | |
| 2030 | Local | OCRC | Ottawa | 120th Avenue | Quincy St to New Holland St | 1.00 | Road Rehabilitation | Resurfacing | CON | $386,046 | $594,300 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 136th Avenue | Butternut Dr to Riley St | 1.30 | Road Rehabilitation | Resurfacing | CON | $583,091 | $897,641 | Exempt | |
| 2030 | Local | OCRC | Ottawa | 136th Avenue | Quincy St to New Holland St | 1.00 | Road Rehabilitation | Resurfacing | CON | $386,046 | $594,300 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Butternut Drive | 136th Ave to Riley St | 1.60 | Road Rehabilitation | Resurfacing | CON | $723,837 | $1,114,313 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Butternut Drive | Riley St to 144th Ave | 0.20 | Road Rehabilitation | Resurfacing | CON | $100,533 | $154,766 | Exempt | |
| 2030 | Local | OCRC | Ottawa | Douglas Avenue | River Ave to Lakewood Blvd | 0.30 | Road Rehabilitation | Resurfacing | CON | $140,746 | $216,672 | Exempt | |
| 2030 | Local | OCRC | Ottawa | James Street | 136th Ave to Beeline Rd | 0.80 | Reconstruction | Improve and Expand 3 to 5 lanes | CON | $1,125,968 | $1,733,376 | Non-exempt | |
| 2030 | Local | OCRC | Ottawa | James Street | Beeline Rd to US-31 | 0.70 | Reconstruction | Improve and Expand 3 to 5 lanes | CON | $985,222 | $1,516,704 | Non- exempt | |
| 2030 | Local | City of Zeeland | Ottawa | Business Loop I-196 | State Street to City Limit | 0.73 | New Facilities | Non-Motorized Pathway | CON | $146,000 | $192,126 | Exempt | |
| 2030 | Local | City of Zeeland | Ottawa | Business Loop I-196 | State Street to Fairview Road | 0.98 | New Facilities | Non-Motorized Pathway | CON | $196,000 | $257,922 | Exempt | |
| 2030 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (2) LghtDty-Cutaways | NI | $350,236 | $460,887 | Exempt | |
| 2031 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (10) LghtDty-Cutaways | NI | $1,751,180 | $2,396,611 | Exempt | |
| 2033 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) Full Size Van | NI | $304,000 | $449,994 | Exempt | |
| 2034 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) LghtDty-Cutaways | NI | $700,472 | $1,078,344 | Exempt | |
| 2035 | Local | ACRC | Allegan | 60th Street | 136th Avenue to 146th Avenue | 5.00 | Road Rehabilitation | Resurface existing roadway | CON | $775,064 | $1,451,680 | Exempt | |
| 2035 | Local | OCRC | Ottawa | 96th Avenue | Ottogan Street to Adams Street | 1.00 | Road Rehabilitation | Resurfacing | CON | $275,929 | $516,811 | Exempt | |
| 2035 | Local | OCRC | Ottawa | 96th Avenue | Adams Street to Perry Street | 1.00 | Reconstruction | Improve and Expand 2 to 3 lanes | CON | $870,239 | $1,629,940 | exempt | modeled |
| 2035 | Local | OCRC | Ottawa | 96th Avenue | Perry Street to BL-196 | 0.50 | Reconstruction | Improve and Expand 2 to 3 lanes | CON | $435,120 | $814,971 | exempt | modeled |

| Expected Fiscal Year/Year Open to Traffic | Job Type | Responsible Agency | County | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Total Estimated Budget Amount (Current Year Dollars) | Total Estimated Job Cost (Future Year, 4% growth) | Air Quality | Air Quality Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2035 | Local | OCRC | Ottawa | Lakeshore Drive | New Holland St to Butternut Dr | 3.30 | Road Rehabilitation | Resurfacing | CON | $902,077 | $1,689,573 | Exempt | |
| 2035 | Local | OCRC | Ottawa | Ottawa Beach Road | State Park to 160th Ave | 2.30 | Road Rehabilitation | Resurfacing | CON | $636,760 | $1,192,640 | Exempt | |
| 2035 | Local | OCRC | Ottawa | Port Sheldon Street | US-31 to 120th Ave | 2.20 | Road Rehabilitation | Resurfacing | CON | $668,598 | $1,252,272 | Exempt | |
| 2035 | Local | OCRC | Ottawa | Port Sheldon Street | 120th Ave to 96th Ave | 3.00 | Road Rehabilitation | Resurfacing | CON | $912,689 | $1,709,450 | Exempt | |
| 2035 | Local | OCRC | Ottawa | 136th Avenue | Riley St to Quincy St | 1.00 | Road Rehabilitation | Resurfacing | CON | $422,499 | $791,332 | Exempt | |
| 2035 | Local | OCRC | Ottawa | Douglas Avenue | 144th Ave to River Ave | 1.40 | Reconstruction | Improve and Expand 4 to 5 lanes | CON | $2,403,871 | $4,502,406 | Non-exempt | |
| 2035 | Local | OCRC | Ottawa | James Street | Butternut Dr to 136th Ave | 0.20 | Road Rehabilitation | Resurfacing | CON | $94,698 | $177,367 | Exempt | |
| 2035 | Local | OCRC | Ottawa | Riley Street | Butternut Dr to 136th Ave | 0.80 | Reconstruction | Improve and Expand 2 to 3 lanes | CON | $946,980 | $1,773,675 | exempt | modeled |
| 2036 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (5) MedHvyDty Buses | NI | $4,000,000 | $6,660,294 | Exempt | |
| 2037 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (2) LghtDty-Cutaways | NI | $350,236 | $606,495 | Exempt | |
| 2038 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (10) LghtDty-Cutaways | NI | $1,751,180 | $3,153,776 | Exempt | |
| 2038 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) Full Size Van | NI | $304,000 | $547,487 | Exempt | |
| 2040 | Local | ACRC | Allegan | 145th Avenue | 60th Street to 64th Street | 2.02 | New Facilities | Non-Motorized Pathway | CON | $404,000 | $786,951 | Exempt | |
| 2040 | Local | ACRC | Allegan | Blue Star Highway | Shangrai La Drive to 60th Street | 1.00 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2040 | Local | ACRC | Allegan | 136th Avenue | 60th Street to 63rd Street | 1.43 | New Facilities | Non-Motorized Pathway | CON | $286,000 | $557,099 | Exempt | |
| 2040 | Local | ACRC | Allegan | 136th Avenue | 50th Street to 60th Street | 5.11 | New Facilities | Non-Motorized Pathway | CON | $1,022,000 | $1,990,754 | Exempt | |
| 2040 | Local | ACRC | Allegan | 60th Street | Blue Star Highway to 136th Avenue | 0.89 | New Facilities | Non-Motorized Pathway | CON | $178,000 | $346,726 | Exempt | |
| 2040 | Local | ACRC | Allegan | 63rd Avenue | 136th Avenue to Blue Star Highway | 0.23 | New Facilities | Non-Motorized Pathway | CON | $46,000 | $89,603 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 120th Avenue | New Holland St to Port Sheldon St | 2.00 | Road Rehabilitation | Resurfacing | CON | $500,600 | $1,140,750 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 152nd Avenue | Ottawa Beach Rd to Lakewood Blvd | 0.80 | Road Rehabilitation | Resurfacing + Shoulder | CON | $217,652 | $495,979 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 168th Avenue | Ottawa Beach Rd to Lakeshore Dr | 0.10 | Road Rehabilitation | Resurfacing + Shoulder | CON | $43,531 | $99,196 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Adams Street | 96th Ave to 88th Ave | 0.90 | Road Rehabilitation | Resurfacing | CON | $226,358 | $515,817 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Adams Street | 88th Ave to 48th Ave | 5.10 | Road Rehabilitation | Resurfacing | CON | $1,273,264 | $2,901,474 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Lakeshore Drive | Riley Street to New Holland St | 2.00 | Road Rehabilitation | Resurfacing | CON | $500,600 | $1,140,750 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Lakeshore Drive | Butternut Dr to Croswell Dr | 1.00 | Road Rehabilitation | Resurfacing | CON | $250,300 | $570,375 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Lakeshore Drive | Croswell Dr to Fillmore St | 1.60 | Road Rehabilitation | Resurfacing | CON | $400,480 | $912,601 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 120th Avenue | James St to Riley St | 1.00 | Road Rehabilitation | Resurfacing | CON | $448,648 | $1,022,364 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Adams Street | Quarterline Rd to 96th Ave | 1.50 | Road Rehabilitation | Resurfacing | CON | $672,971 | $1,533,546 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Beeline Road | Lakewood Blvd to Riley St | 1.50 | Road Rehabilitation | Resurfacing | CON | $577,304 | $1,315,542 | Exempt | |
| 2040 | Local | OCRC | Ottawa | James Street | US-31 to 112th Ave | 1.50 | Road Rehabilitation | Resurfacing | CON | $672,971 | $1,533,546 | Exempt | |
| 2040 | Local | OCRC | Ottawa | James Street | 112th Ave to Chicago Dr | 1.10 | Reconstruction | Improve and Expand 2 to 3 lanes | CON | $1,306,356 | $2,976,883 | Non-exempt | |
| 2040 | Local | OCRC | Ottawa | Lakewood Boulevard | River Ave to Douglas Ave | 0.30 | Road Rehabilitation | Resurfacing | CON | $138,553 | $315,730 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Lakewood Boulevard | Douglas Ave to US-31 | 1.20 | Road Rehabilitation | Resurfacing | CON | $541,016 | $1,232,850 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Lakewood Boulevard | US-31 to 120th Ave | 0.40 | Road Rehabilitation | Resurfacing | CON | $181,438 | $413,456 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 76th Avenue | Byron Road to Perry Street | 1.00 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Perry Street | 76th Avenue to 74th Avenue | 0.25 | New Facilities | Non-Motorized Pathway | CON | $50,000 | $97,395 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 74th Avenue | Perry Street to Adams Street | 1.00 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 96th Avenue | Bingham Street to Blair Street | 1.00 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 144th Avenue | Georgian Bay Drive to New Holland Street | 0.48 | New Facilities | Non-Motorized Pathway | CON | $96,000 | $186,998 | Exempt | |

| Expected Fiscal Year/Year Open to Traffic | Job Type | Responsible Agency | County | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Total Estimated Budget Amount (Current Year Dollars) | Total Estimated Job Cost (Future Year, 4% growth) | Air Quality | Air Quality Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2040 | Local | OCRC | Ottawa | New Holland Street | 144th Avenue to 136th Avenue | 1.00 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Quincy Street | West Shore Drive to John F Donnely Drive | 0.36 | New Facilities | Non-Motorized Pathway | CON | $72,000 | $140,248 | Exempt | |
| 2040 | Local | OCRC | Ottawa | West Shore Drive | Greenly Street to Quincy Street | 0.50 | New Facilities | Non-Motorized Pathway | CON | $100,000 | $194,790 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Ottawa Beach Road | 144th Avenue to Holland State Park Entrance | 4.39 | New Facilities | Non-Motorized Pathway | CON | $878,000 | $1,710,256 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Old Orchard Road | South Shore Drive to 32nd Street | 0.49 | New Facilities | Non-Motorized Pathway | CON | $98,000 | $190,894 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Stanton Street | US-31 to Lakeshore Avenue | 2.78 | New Facilities | Non-Motorized Pathway | CON | $556,000 | $1,083,032 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Van Buren Street | 152nd Avenue to Lakeshore Avenue | 2.51 | New Facilities | Non-Motorized Pathway | CON | $502,000 | $977,846 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Port Sheldon Street | 152nd Avenue to Butternut Drive | 1.71 | New Facilities | Non-Motorized Pathway | CON | $342,000 | $666,182 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Business Loop I-196 | 104th Avenue to Zeeland City Limit | 0.26 | New Facilities | Non-Motorized Pathway | CON | $52,000 | $101,291 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Business Loop I-196 | 96th Avenue to 88th Avenue | 0.98 | New Facilities | Non-Motorized Pathway | CON | $196,000 | $381,788 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Baldwin Street | 152nd Avenue to 144th Avenue | 1.00 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 152nd Avenue | Baldwin Street to New Holland Street | 3.52 | New Facilities | Non-Motorized Pathway | CON | $704,000 | $1,371,322 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 160th Avenue | Blair Street to Port Sheldon Street | 0.50 | New Facilities | Non-Motorized Pathway | CON | $100,000 | $194,790 | Exempt | |
| 2040 | Local | OCRC | Ottawa | 152nd Avenue | Stanton Street to Croswell Street | 1.00 | New Facilities | Non-Motorized Pathway | CON | $100,000 | $194,790 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Olive Shores Avenue | Lakeshore Avenue to Polk Street | 1.21 | New Facilities | Non-Motorized Pathway | CON | $242,000 | $471,392 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Polk Street | Margaret Avenue to Olive Shores Avenue | 0.14 | New Facilities | Non-Motorized Pathway | CON | $28,000 | $54,541 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Margaret Avenue | Windsnest Park to Polk Street | 0.17 | New Facilities | Non-Motorized Pathway | CON | $34,000 | $66,228 | Exempt | |
| 2040 | Local | OCRC | Ottawa | Croswell Street | Lakeshore Avenue to Olive Shores Avenue | 0.31 | New Facilities | Non-Motorized Pathway | CON | $62,000 | $120,769 | Exempt | |
| 2040 | Local | OCRC | Ottawa | New Holland Street | Butternut Drive to 152nd Avenue | 0.57 | New Facilities | Non-Motorized Pathway | CON | $114,000 | $222,061 | Exempt | |
| 2041 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) LghtDty-Cutaways | NI | $700,472 | $1,419,028 | Exempt | |
| 2043 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) Full Size Van | NI | $304,000 | $666,101 | Exempt | |
| 2044 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (2) LghtDty-Cutaways | NI | $350,236 | $798,107 | Exempt | |
| 2045 | Local | OCRC | Ottawa | Riley Street | 120th Ave to 112th Ave | 1.00 | Reconstruction | Improve and Expand 3 to 5 lanes | CON | $821,332 | $2,277,118 | Non-exempt | |
| 2045 | Local | OCRC | Ottawa | River Avenue | City of Holland to CSX Crossing | 0.20 | Road Rehabilitation | Epoxy Overlay | CON | $107,130 | $297,016 | Exempt | |
| 2045 | Local | OCRC | Ottawa | River Avenue | CSX Crossing to 136th Ave | 0.40 | Reconstruction | Improve and Expand 5 to 7 lanes | CON | $785,622 | $2,178,113 | Non-exempt | |
| 2045 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (10) LghtDty-Cutaways | NI | $1,751,180 | $4,150,154 | Exempt | |
| 2046 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (5) MedHvyDty Buses | NI | $4,000,000 | $9,858,862 | Exempt | |
| 2048 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) Full Size Van | NI | $304,000 | $810,414 | Exempt | |

| Expected Fiscal Year/Year Open to Traffic | Job Type | Responsible Agency | County | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Total Estimated Budget Amount (Current Year Dollars) | Total Estimated Job Cost (Future Year, 4% growth) | Air Quality | Air Quality Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2048 | Multi-Modal | MAX Transit | Ottawa | Transit Capital | MAX Service Area | 0.00 | 1101 Bus Rolling Stock | (4) LghtDty-Cutaways | NI | $700,472 | $1,867,344 | Exempt | |
| 2023 - 2024 | Multi-Modal | MAX Transit | Ottawa | Route Study | MAX Service Area | 0.00 | Planning | Route Study | NI | $100,000 | $0 | Exempt | |
| 2023 - 2028 | Multi-Modal | MAX Transit | Ottawa | Scheduling Software | MAX Service Area | 0.00 | Operations | VIA Scheduling Software | NI | $750,000 | $750,000 | Exempt | |
| 2023-2028 | Multi-Modal | MAX Transit | Ottawa | Financial Management Software | MAX Service Area | 0.00 | Financial | BC&A Financial Software | NI | $20,000 | $20,000 | Exempt | |
| 2024-2034 | Multi-Modal | MAX Transit | Ottawa | Facility Upgrade - Lo/No Emissions | MAX Service Area | 0.00 | Facility Upgrade | EV Infrastructure & Buses | CON | $3,800,000 | $4,800,000** | Exempt | |
| 2025 - 2029 | Local | City of Holland | Allegan/Ottawa | 32nd Street | Old Orchard to Ottawa Avenue | 2.03 | Road Rehabilitation | Resurface existing roadway | CON | $2,000,000 | $2,160,000 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Allegan/Ottawa | 32nd Street | US-31 to East City Limit | 1.20 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,265,319 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Allegan/Ottawa | Central Avenue | State Street to 40th Street | 1.20 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,265,319 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | Columbia Avenue | 10th Street to 24th Street | 0.95 | Reconstruction | Reconstruct existing roadway | CON | $4,000,000 | $4,320,000 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | Lincoln Avenue | 7th Street to 24th Street | 1.10 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,265,319 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | 24th Street | Country Club to US-31 | 1.17 | Reconstruction / Widening | Reconstruct/Widen existing roadway | CON | $2,500,000 | $2,700,000 | Non-exempt | Existing road is 2 lanes adding center turn lane |
| 2025 - 2029 | Local | City of Holland | Ottawa | Pine Avenue | 9th Street to River Bridge (North City Limit) | 0.80 | Reconstruction | Reconstruct existing roadway | CON | $1,000,000 | $1,265,319 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | River Avenue | River Bridge (North City Limit) to 19th Street | 1.40 | Road Rehabilitation | Resurface existing roadway | CON | $1,500,000 | $1,897,979 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | Waverly Road | Chicago Drive to 16th Street | 1.00 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,265,319 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | 7th & Central Traffic Signal | 7th Street & Central Avenue Intersection | 0.01 | Traffic Signal | Traffic Signal Installation | CON | $300,000 | $324,000 | Exempt | |
| 2025 - 2029 | Local | City of Holland | Ottawa | 32nd & Washington Traffic Signal | 32nd Street & Washington Avenue Intersection | 0.01 | Traffic Signal | Traffic Signal Rehab | CON | $300,000 | $324,000 | Exempt | |
| 2025-2028 | Multi-Modal | MAX Transit | Ottawa | Facility Upgrade - Bus Wash | MAX Service Area | 0.00 | Facility Upgrade | Internal Bus Wash / Maintenance Area | CON | $450,000 | $526,435 | Exempt | |
| 2025-2029 | Local | City of Holland | Ottawa | 8th Street | Lincoln Avenue to Maple Avenue | 0.80 | Road Rehabilitation | Resurface existing roadway | CON | $500,000 | $540,000 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Allegan | Lincoln Avenue | M-40 to South City Limit | 1.71 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,265,319 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | 32nd Street | Ottawa Avenue to US-31 | 2.06 | Road Rehabilitation | Resurface existing roadway | CON | $2,200,000 | $2,376,000 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | 24th Street | Graafschap Road to River Ave | 1.30 | Road Rehabilitation | Resurface existing roadway | CON | $750,000 | $1,154,591 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | 8th Street | Fairbanks Ave to Lincoln Ave | 0.20 | Road Rehabilitation | Resurface existing roadway | CON | $250,000 | $384,864 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | Central Avenue | 3rd Street to State Street | 1.10 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,539,454 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Allegan | Washington Avenue | 32nd Street to Matt Urban Drive | 0.81 | Road Rehabilitation | Rehab existing roadway | CON | $3,000,000 | $3,250,000 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | 17th Street | South Shore Drive to Central Avenue | 1.30 | Road Rehabilitation | Resurface existing roadway / Add Bike Lanes | CON | $2,000,000 | $2,500,000 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | Michigan Avenue | 19th Street to 32nd Street | 0.90 | Road Rehabilitation | Resurface existing roadway | CON | $1,500,000 | $1,897,979 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Allegan | Waverly Road | M-40 to E. 48th Street | 0.40 | Road Rehabilitation | Resurface existing roadway | CON | $250,000 | $384,864 | Exempt | |
| 2030 - 2034 | Local | City of Holland | Ottawa | 13th Street | Fairbanks to Central Avenue | 0.50 | Reconstruction | Reconstruction | CON | $1,500,000 | $1,897,979 | Exempt | |
| 2030 - 2034 | Local | City of Zeeland | Ottawa | E. Washington Ave. | Elm to Maple | 0.40 | Reconstruction | Reconstruct Roadway | CON | $1,470,083 | $1,934,528 | Exempt | |
| 2030 - 2034 | Local | City of Zeeland | Ottawa | N. Jefferson | W. McKinley to Roosevelt | 0.30 | Reconstruction | Reconstruct Roadway | CON | $1,691,244 | $2,225,561 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | 32nd Street | Lincoln Avenue to US-31 | 0.55 | New Facilities | Non-Motorized Pathway | CON | $700,000 | $1,363,530 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | 7th Street | Pine Avenue to 8th Street | 0.17 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | 8th Street | Washington Boulevard to Maple Avenue | 0.15 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | Kollen Park Drive | Washington Boulevard to 9th Street | 0.12 | New Facilities | Non-Motorized Pathway | CON | $200,000 | $389,580 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | Paw Paw Drive | Legion Park Drive to Macatawa River Bridge | 0.28 | New Facilities | Non-Motorized Pathway | CON | $300,000 | $584,370 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | Country Club Road | 16th Street to 24th Street | 0.50 | New Facilities | Non-Motorized Pathway | CON | $500,000 | $973,950 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | 32nd Street | Lugers Road to Ruth Avenue | 0.07 | New Facilities | Non-Motorized Pathway | CON | $100,000 | $194,790 | Exempt | |

| Expected Fiscal Year/Year Open to Traffic | Job Type | Responsible Agency | County | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Total Estimated Budget Amount (Current Year Dollars) | Total Estimated Job Cost (Future Year, 4% growth) | Air Quality | Air Quality Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2030 - 2040 | Local | City of Holland | Ottawa | Myrtle Avenue | 32nd Street to South City Limit | 0.11 | New Facilities | Non-Motorized Pathway | CON | $150,000 | $292,185 | Exempt | |
| 2030 - 2040 | Local | City of Holland | Ottawa | 17th Street | South Shore Drive to Central Avenue | 1.30 | New Facilities | Road Widening and Bike Lanes | CON | $1,300,000 | $2,532,270 | Exempt | Widen to only include bike lane |
| 2030-2035 | Local | ACRC | Allegan | 48th Street | 136th Avenue to 142nd Avenue | 3.20 | Road Rehabilitation | Resurface existing roadway | CON | $624,909 | $962,019 | Exempt | |
| 2035 - 2039 | Local | City of Holland | Allegan | 40th Street | Lincoln Avenue to Graafschap Road | 2.00 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,872,981 | Exempt | |
| 2035 - 2039 | Local | City of Holland | Ottawa | Country Club Road | 8th Street to 24th Street | 1.00 | Road Rehabilitation | Resurface existing roadway | CON | $500,000 | $936,491 | Exempt | |
| 2035 - 2039 | Local | City of Holland | Allegan/Ottawa | Ottawa Avenue | 40th Street to 16th Street | 1.50 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,872,981 | Exempt | |
| 2035-2039 | Local | City of Zeeland | Ottawa | 104th | Huizenga to Alice | 0.08 | Road Rehabilitation | Mill and Resurface roadway | CON | $84,160 | $134,742 | Exempt | |
| 2035-2039 | Local | City of Zeeland | Ottawa | Fairview | East Roosevelt to Riley | 0.49 | Road Rehabilitation | Mill and Resurface roadway | CON | $535,550 | $857,432 | Exempt | |
| 2035-2039 | Local | City of Zeeland | Ottawa | East Central Avenue | S. Elm to Maple | 0.36 | Road Rehabilitation | Mill and Resurface roadway | CON | $396,743 | $635,198 | Exempt | |
| 2035-2039 | Local | City of Zeeland | Ottawa | East Washington | Maple to Fairview | 0.57 | Road Rehabilitation | Mill and Resurface roadway | CON | $621,893 | $995,670 | Exempt | |
| 2035-2039 | Local | City of Zeeland | Ottawa | Lee | Lawrence to Main | 0.13 | Road Rehabilitation | Mill and Resurface roadway | CON | $140,991 | $225,731 | Exempt | |
| 2035-2040 | Local | ACRC | Allegan | 56th Street | 136th Avenue to 141st Avenue | 2.50 | Road Rehabilitation | Resurface existing roadway | CON | $481,379 | $901,614 | Exempt | |
| 2035-2040 | Local | ACRC | Allegan | 58th Street | 136th Avenue to 139th Avenue | 1.50 | Road Rehabilitation | Resurface existing roadway | CON | $324,599 | $607,968 | Exempt | |
| 2035-2040 | Local | ACRC | Allegan | 64th Street | Blue Star Hwy to Ottogan (32nd Street) | 6.10 | Road Rehabilitation | Resurface existing roadway | CON | $828,060 | $1,550,941 | Exempt | |
| 2040 - 2045 | Local | City of Holland | Allegan | 48th Street | Lincoln Avenue to Regent Blvd | 1.50 | Road Rehabilitation | Resurface existing roadway | CON | $1,000,000 | $1,872,981 | Exempt | |
| 2040 - 2045 | Local | City of Holland | Ottawa | Fairbanks Avenue | 16th Street to 8th Street | 0.50 | Road Rehabilitation | Resurface existing roadway | CON | $250,000 | $468,245 | Exempt | |
| 2040 -2045 | Local | City of Holland | Allegan/Ottawa | Graafschap Road | South City Limit to South Shore Drive | 1.50 | Reconstruction | Reconstruct existing roadway | CON | $3,000,000 | $5,618,944 | Exempt | |
| 2040-2044 | Local | City of Zeeland | Ottawa | Riley Street | Centennial to Case Karsten | 0.29 | Road Rehabilitation | Mill and Resurface roadway | CON | $315,586 | $614,730 | Exempt | |
| 2040-2044 | Local | City of Zeeland | Ottawa | Fairview | BL-196 to Main | 0.24 | Reconstruction | Reconstruct existing roadway | CON | $1,407,647 | $2,741,956 | Exempt | |
| 2040-2044 | Local | City of Zeeland | Ottawa | East Washington | State to Elm | 0.13 | Reconstruction | Reconstruct existing roadway | CON | $726,528 | $1,415,204 | Exempt | |
| 2040-2044 | Local | City of Zeeland | Ottawa | West Washington | Franklin to N. Colonial | 0.13 | Reconstruction | Reconstruct existing roadway | CON | $1,441,704 | $2,808,295 | Exempt | |
| 2040-2044 | Local | City of Zeeland | Ottawa | West Central | State to Taft | 0.29 | Road Rehabilitation | Mill and Resurface roadway | CON | $314,771 | $613,142 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 146th Avenue | 66th Street to 60th Street | 3.00 | Road Rehabilitation | Resurface existing roadway | CON | $389,740 | $888,127 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 136th Avenue | 58th to 54th Street | 2.00 | Road Rehabilitation | Resurface existing roadway | CON | $411,822 | $938,447 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 136th Avenue | 54th Street to 48th Street | 3.00 | Road Rehabilitation | Resurface existing roadway | CON | $614,973 | $1,401,381 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 141st Avenue | 60th Street to M-40 | 4.60 | Road Rehabilitation | Resurface existing roadway | CON | $780,585 | $1,778,772 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 58th Street | 139th Avenue to City Limits | 2.00 | Road Rehabilitation | Resurface existing roadway | CON | $517,813 | $1,179,976 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 60th Street | City Limit to 136th Avenue | 5.30 | Road Rehabilitation | Resurface existing roadway | CON | $772,856 | $1,761,160 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 64th Street | Blue Star Hwy to Ottogan (32nd Street) | 6.10 | Road Rehabilitation | Resurface existing roadway | CON | $1,478,364 | $3,368,849 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | 66th Street | Ottogan Street to 146th Avenue | 1.00 | Road Rehabilitation | Resurface existing roadway | CON | $230,752 | $525,830 | Exempt | |
| 2040-2045 | Local | ACRC | Allegan | Fillmore Road | M-40 to 48th Street | 1.90 | Road Rehabilitation | Resurface existing roadway | CON | $368,762 | $840,323 | Exempt | |
| 2045 - 2050 | Local | City of Holland | Allegan/Ottawa | Lincoln Avenue | 24th Street to US-31 | 1.00 | Road Rehabilitation | Resurface existing roadway | CON | $1,500,000 | $2,000,000 | Exempt | |
| 2045 - 2050 | Local | City of Holland | Ottawa | College Avenue | 6th Street to North | 0.25 | New Road Extension | Road Construction | CON | $2,000,000 | $2,500,000 | exempt | Road proposed to go north from 6th St maybe connecting to 3rd, 4th, or 5th. Connecting streets not in the travel demand model and the area is currently one TAZ with connectors to major roads. |
| 2045 - 2050 | Local | City of Holland | Allegan | 40th Street | East City Limit to US-31 | 1.60 | Road Rehabilitation | Resurface existing roadway | CON | $500,000 | $936,491 | Exempt | |
| 2045 - 2050 | Local | City of Holland | Ottawa | State Street | Michigan Avenue to 32nd Street | 1.00 | Road Rehabilitation | Resurface existing roadway | CON | $1,500,000 | $2,000,000 | Exempt | |

| Expected Fiscal Year/Year Open to Traffic | Job Type | Responsible Agency | County | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Total Estimated Budget Amount (Current Year Dollars) | Total Estimated Job Cost (Future Year, 4% growth) | Air Quality | Air Quality Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2045 - 2050 | Local | City of Holland | Allegan | 64th Street | Washington Avenue to M-40 | 2.44 | Road Rehabilitation | Resurface existing roadway | CON | $2,000,000 | $2,500,000 | Exempt | |
| 2045-2049 | Local | City of Zeeland | Ottawa | West Main | Pine to State | 0.21 | Road Rehabilitation | Mill and Resurface roadway | CON | $231,707 | $668,096 | Exempt | |
| 2045-2049 | Local | City of Zeeland | Ottawa | 104th | Alice to Paw Paw | 0.15 | Road Rehabilitation | Mill and Resurface roadway | CON | $159,572 | $460,104 | Exempt | |
| 2045-2049 | Local | City of Zeeland | Ottawa | Fairview | Washington to Roosevelt | 0.10 | Road Rehabilitation | Mill and Resurface roadway | CON | $138,805 | $400,225 | Exempt | |
| 2045-2049 | Local | City of Zeeland | Ottawa | East Central Avenue | Maple to Wall | 0.08 | Road Rehabilitation | Mill and Resurface roadway | CON | $86,343 | $248,958 | Exempt | |
| 2045-2049 | Local | City of Zeeland | Ottawa | State Street | Bl-196 to Central | 0.36 | Reconstruction | Reconstruct existing roadway | CON | $2,066,063 | $5,957,221 | Exempt | |
| 2045-2049 | Local | City of Zeeland | Ottawa | W. Washington | Colonial to State | 0.24 | Reconstruction | Reconstruct existing roadway | CON | $1,379,268 | $3,976,938 | Exempt | |