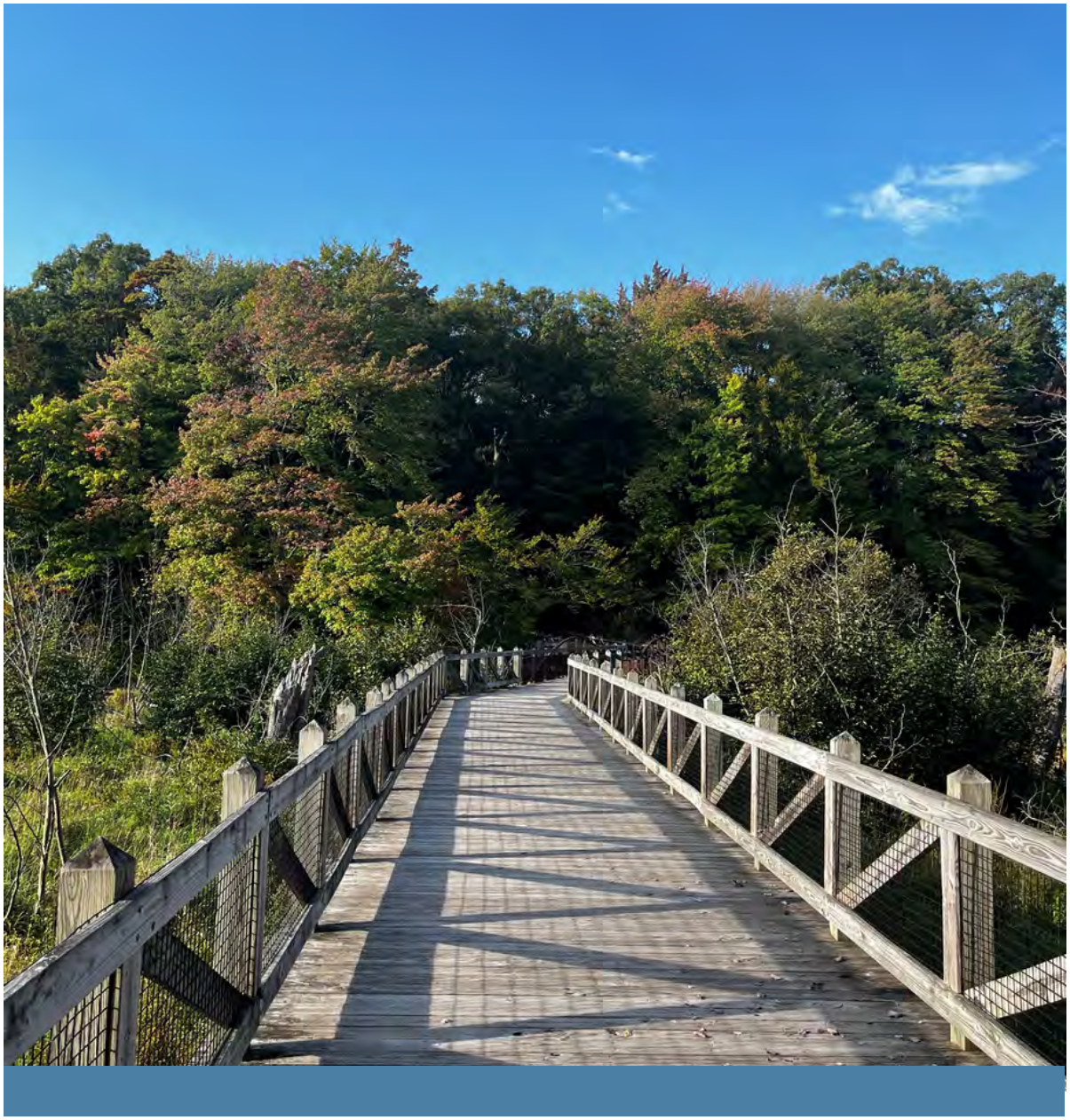

APPENDIX

2050 LRTP

Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

Resolution Approving the MACC 2050 Long Range Transportation Plan
Resolution #24-03

WHEREAS, the Macatawa Area Coordinating Council (MACC) is the designated Metropolitan Planning Organization for the Holland/Zeeland, Michigan area; and

WHEREAS, the development of a metropolitan transportation plan is a requirement of both the Federal Transit Administration and the Federal Highway Administration; and

WHEREAS, the MACC 2050 Long Range Transportation Plan has been developed pursuant to USC 23 Section 134 as amended by public law 117-58, the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, it is necessary to document compliance with the IIJA Act; and

WHEREAS, the MACC 2050 Long Range Transportation Plan identifies transportation facilities that should function as an integrated metropolitan system; and

WHEREAS, the MACC 2050 Long Range Transportation Plan was developed in a manner that considered the planning factors referenced in Section 134 as amended by the IIJA Act; and

WHEREAS, the MACC 2050 Long Range Transportation Plan included a financial analysis that demonstrates how the projects that have been identified will be funded and indicates the resources that are reasonably expected to be made available to carry out the Plan; and

WHEREAS, the MACC 2050 Long Range Transportation Plan includes investment strategies and other measures necessary to ensure the preservation of the existing transportation system and includes projects that will enhance the efficiency of the existing transportation system to relieve vehicular congestion and improve the mobility of people and goods; and

WHEREAS, the MACC 2050 Long Range Transportation Plan was developed through a process that included input from private citizens, affected public agencies, private providers of transportation, and other interested parties; and

WHERAS, this Plan can be amended periodically upon request with the appropriate documentation supporting such a request; and

WHEREAS, the MACC 2050 Long Range Transportation Plan remains valid and consistent with current and forecast conditions, has a planning horizon that exceeds 20 years, and is keeping with all IIJA requirements.

NOW THEREFORE BE IT RESOLVED, this day of February 26, 2024, the Policy Board of the Macatawa Area Coordinating Council approves the MACC 2050 Long Range Transportation Plan.

Thomas Bird

Tom Bird, Chairperson
Macatawa Area Coordinating Council Policy Committee

2/26/24

Date

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List of Acronyms

2050 LRTP

LIST OF ACRONYMS

ACS: American Community Survey (Bureau of the Census)
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
DOT: Department of Transportation (U.S.)
EJ: Environmental Justice
EPA: Environmental Protection Agency (U.S.)
FAST-Act: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GIS: Geographic Information Systems
HPMS: Highway Performance Monitoring System
IIJA: Infrastructure Investment and Jobs Act
ITS: Intelligent Transportation Systems
LOS: Level of Service
LRTP: Long-Range Transportation Plan
MAP-21: Moving Ahead for Progress in the 21st Century Act
MDOT: Michigan Department of Transportation
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
NAA: Nonattainment Area
PASER: Pavement Surface Evaluation Rating
PIP: Public Involvement Plan
RFP: Request for Proposal
SE: Socio-Economic
SIP: State Implementation Plan
SPS: Statewide Planning Section (MDOT)
STIP: Statewide Transportation Improvement Program
STPD: Statewide Transportation Planning Division (MDOT)
SUTA: Statewide and Urban Travel Analysis Section (MDOT)
TAC: MPO Technical Advisory Committee
TAZ: Traffic Analysis Zone
TDM: Transportation Demand Model
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TMIS: Traffic Monitoring Information System
TSC: MDOT Transportation Service Center
USC: United States Code
V/C: Volume to Capacity
VHT: Vehicle Hours Traveled
VMT: Vehicle Miles Traveled

APPENDIX

B

FY 23-26 Project List

2050 LRTP

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2023	Trunkline	204951	Kent	MDOT	Regionwide	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems	CON	$5,063	$0	$50,633
2023	Trunkline	205235	Ottawa	MDOT	I-96	I-196 in Ottawa and Allegan	24.146	ITS Applications	Rural Freeway Traffic Management systems	CON	$326,441	$0	$1,798,573
2023	Local	206313	Ottawa	MACC	Areawide	MACC Planning Boundary	0.000	Planning, Research & Design	Data Collection (Date project is authorized to 09/30/2023)	NI	$0	$4,250	$21,250
2023	Local	206322	Allegan	Holland	Waverly Rd	Waverly at M-40	0.100	Traffic Safety	Intersection Improvement	CON	$0	$16,250	$81,250
2023	Local	206322	Allegan	Holland	Waverly Rd	Waverly at M-40	0.100	Traffic Safety	Intersection Improvement	CON	$0	$82,127	$282,127
2023	Local	206323	Allegan	ACRC	136th Ave	58th Street to 50th Street	4.000	Road Rehabilitation	Resurfacing	CON	$0	$149,494	$747,470
2023	Local	206323	Allegan	ACRC	136th Ave	58th Street to 50th Street	4.000	Road Rehabilitation	Resurfacing	CON	$0	$40,000	$200,000
2023	Local	206323	Allegan	ACRC	136th Ave	58th Street to 50th Street	4.000	Road Rehabilitation	Resurfacing	CON	$0	$6,506	$32,530
2023	Local	206344	Ottawa	MACC	Areawide	Area-Wide	0.000	Planning, Research & Design	Clean Air Action Program (Date Project Authorized to 09/30/23)	NI	$0	$10,000	$45,000
2023	Local	206345	Ottawa	OCRC	Greenly St	Greenly Street: 120th-112th	1.020	New Facilities	Non-Motorized Pathway	CON	$0	$35,404	$177,020
2023	Local	206345	Ottawa	OCRC	Greenly St	Greenly Street: 120th-112th	1.020	New Facilities	Non-Motorized Pathway	CON	$0	$150,846	$382,980
2023	Local	206346	Allegan	ACRC	Blue Star Hwy	Blue Star Hwy	0.824	New Facilities	Non-Motorized Pathway	CON	$0	$263,805	$563,805
2023	Local	206346	Allegan	ACRC	Blue Star Hwy	Blue Star Hwy	0.824	New Facilities	Non-Motorized Pathway	CON	$0	$18,892	$94,459
2023	Local	206346	Allegan	ACRC	Blue Star Hwy	Blue Star Hwy	0.824	New Facilities	Non-Motorized Pathway	CON	$0	$50,000	$250,000
2023	Trunkline	207358	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	PE	$126	$0	$1,260
2023	Trunkline	207358	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	CON	$35,910	$0	$359,100
2023	Trunkline	207359	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	PE	$126	$0	$1,260

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2023	Trunkline	207375	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	CON	$202	$0	$2,016
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2022 Section 5307 - Transit Capital Items	NI	$69,440	$0	$347,200
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY 2022 Section 5307 - Transit Capital Items	NI	$2,480	$0	$12,400
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1404-computers (hardware and software)	FY 2022 Section 5307 - Transit Capital Items	NI	$2,460	$0	$12,300
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1409-administrative vehicle	FY 2022 Section 5307 - Transit Capital Items	NI	$8,680	$0	$43,400
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1203-admin/maintenance facility improvements	FY 2022 Section 5307 - Transit Capital Items	NI	$62,473	$0	$312,363
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 2022 Section 5307 - Transit Capital Items	NI	$2,460	$0	$12,300
2023	Multi-Modal	207573	Ottawa	MAX	Transit Capital	areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY 2022 Section 5307 - Transit Capital Items	NI	$4,000	$0	$20,000
2023	Multi-Modal	207574	Ottawa	MAX	Transit Operating	areawide	0.000	3000-Operating Assistance	FY 2022 Section 5307 - Operating	NI	$1,724,616	$1,250,000	$4,224,616
2023	Multi-Modal	207578	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	FY22 Bus Replacement	NI	$29,127	$0	$145,635
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY23 - 5307 Transit Capital Items	NI	$9,050	$0	$45,250
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1106-<30 foot expansion bus with or without lift	FY23 - 5307 Transit Capital Items	NI	$70,150	$0	$350,750

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	FY23 - 5307 Transit Capital Items	NI	$70,150	$0	$350,750
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1407-security equipment - vehicles	FY23 - 5307 Transit Capital Items	NI	$2,000	$0	$10,000
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1404-computers (hardware and software)	FY23 - 5307 Transit Capital Items	NI	$2,400	$0	$12,000
2023	Multi-Modal	207582	Ottawa	MAX	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY23 5307 Operating	NI	$1,640,827	$1,291,619	$4,224,065
2023	Multi-Modal	207584	Ottawa	MAX	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Twilight & Night Owl	NI	$0	$142,500	$285,000
2023	Multi-Modal	207585	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	Mobility Management	NI	$14,000	$0	$70,000
2023	Multi-Modal	207588	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1101-<30 foot replacement bus with or without lift	Bus Replacement	NI	$30,567	$0	$152,835
2023	Local	207725	Allegan	ACRC	146th Avenue	146th Avenue over South Branch Macatawa River, Str# 189, ACRC	0.000	Bridge Replacement	Bridge Replacement	CON	$160,984	$66,461	$1,086,029
2023	Trunkline	207962	Allegan	MDOT	M-40	48th Street north to Macatawa River	3.264	Road Capital Preventive Maintenance	Single Course Chip Seal	CON	$95,106	$0	$524,000
2023	Local	209821	Ottawa	OCRC	96th Avenue	96th Avenue over Black River Tributary, Str# 8812 - OCRC	0.000	Bridge Replacement	Bridge Replacement	CON	$297,000	$297,000	$2,970,000
2023	Trunkline	210058	Ottawa	MDOT	I-196BL	From US-31 east to 88th Avenue	4.409	Road Rehabilitation	Inlay; Full Depth Concrete Pvmnt Repairs; Resurface 112th Ave Carpool Lot	ROW	$1,791	$24	$10,000
2023	Trunkline	210058	Ottawa	MDOT	I-196BL	From US-31 east to 88th Avenue	4.409	Road Rehabilitation	Inlay; Full Depth Concrete Pvmnt Repairs; Resurface	CON	$4,301,694	$57,211	$24,016,000
2023	Trunkline	216629	Ottawa	MDOT	I-196 BL	From 84th Avenue east to I-196	0.442	Road Rehabilitation	Concrete Pavement Inlay	CON	$558,113	$0	$3,075,000
2023	Local	216918	Ottawa	MACC	Areawide	MACC Planning Area	0.000	Planning, Research & Design	I-196 Business Loop Pedestrian Crossing Study	NI			$80,000
2023	Multi-Modal	218505	Ottawa	MAX	Transit Operating	Areawide	0.000	SP1806-program administration	FY22 Section 5307Operating	NI	$0	$0	$16,000

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2023	Multi-Modal	218505	Ottawa	MAX	Transit Operating	Areawide	0.000	SP10-State Match urban Agency	FY22 Section 5307Operating	NI	$4,000	$0	$4,000
2023	Multi-Modal	218912	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY23 Section 5339 CTF Bus and Bus Facilities	NI	$149,000	$0	$745,000
2023	Trunkline	219254	Allegan	MDOT	M-40	@CSX Transportation crossing	0.000	Railroad	Railroad crossing surface reconstruction	CON	$31,592	$0	$315,917
2024	Trunkline	207384	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.354	Traffic Safety	Permanent pavement marking application on trunklines in Grand Region	PE	$252	$0	$2,520
2024	Trunkline	207384	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.354	Traffic Safety	Permanent pavement marking application on trunklines in Grand Region	CON	$63,504	$0	$635,040
2024	Trunkline	207399	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	CON	$252	$0	$2,520
2024	Trunkline	213157	Ottawa	MDOT	US-31 NB	From Ransom Street north to Port Sheldon Street	2.625	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	PE	$52,635	$0	$290,000
2024	Local	214514	Ottawa	MACC	Areawide	Area-Wide (MACC office, 301 Douglas Ave.)	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2023 - 09/30/2024)	NI	$0	$5,000	$25,000
2024	Multi-Modal	214523	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1409-administrative vehicle	FY 2024 CMAQ - Bus and Administrative Vehicle Purchase	NI	$10,000	$0	$50,000
2024	Multi-Modal	214523	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2024 CMAQ - Bus and Administrative Vehicle Purchase	NI	$40,369	$0	$201,845
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP1106-<30 foot expansion bus with or without lift	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	$98,469	$0	$492,347
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP1409-administrative vehicle	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	$4,500	$0	$22,500

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	$2,000	$0	$10,000
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	$3,000	$0	$15,000
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP1101-<30 foot replacement bus with or without lift	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	$47,574	$0	$237,870
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	$2,000	$0	$10,000
2024	Multi-Modal	214585	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	SP1101-<30 foot replacement bus with or without lift	FY24 5339: Bus Replacement	NI	$33,015	$0	$165,076
2024	Multi-Modal	214587	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	6410-5310 Projects	FY 2024 Section 5310: Mobility Management	NI	$14,000	$0	$70,000
2024	Multi-Modal	214588	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	6470-New Freedom Projects	FY 2024 Section 5310: Twilight & Night Owl	NI	$0	$142,500	$285,000
2024	Multi-Modal	214589	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	3000-Operating Assistance	FY 2024 Section 5307: Transit Operating Assistance	NI	$1,641,000	$566,000	$4,134,000
2024	Local	214789	Allegan	ACRC	Blue Star Hwy	700' S of 141st Avenue to 143rd Avenue	1.137	Road Rehabilitation	Crush and Shape with Asphalt Resurfacing	CON	$0	$492,921	$663,254
2024	Local	214789	Allegan	ACRC	Blue Star Hwy	700' S of 141st Avenue to 143rd Avenue	1.137	Road Rehabilitation	Crush and Shape with Asphalt Resurfacing	CON	$0	$136,746	$683,728
2024	Trunkline	214956	Allegan	MDOT	I-196	I-196 over the CSX Railroad	0.000	Bridge Rehabilitation	Substructure Repairs	CON	$360,000	$0	$3,600,000
2024	Local	215164	Ottawa	OCRC	Riley St	US 131 to 112th Avenue	1.789	Road Capital Preventive Maintenance	Resurfacing	CON	$0	$378,667	$1,000,000
2024	Local	215242	Ottawa	Holland	Columbia Ave	10th Street to 24th Street	0.907	Reconstruction	Reconstruction	CON	$0	$20,591	$102,956

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2024	Local	215242	Ottawa	Holland	Columbia Ave	10th Street to 24th Street	0.907	Reconstruction	Reconstruction	CON	$0	$2,422	$12,110
2024	Local	215242	Ottawa	Holland	Columbia Ave	10th Street to 24th Street	0.907	Reconstruction	Reconstruction	CON	$0	$2,800,254	$3,884,934
2024	Local	215447	Ottawa	MACC	Areawide	Areawide	0.000	Planning, Research & Design	Data Collection	NI	$0	$4,250	$21,250
2024	Multi-Modal	215787	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY24 Carbon Reduction - SP1101 partial <30 foot replacement bus	NI	$55,750	$0	$278,750
2024	Multi-Modal	219499	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1803-planning/studies	To provide planning services.	NI	$100,000	$0	$500,000
2024	Multi-Modal	220816	Ottawa	MAX	Transit Capital	areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY24 Carbon Reduction Program (CRP) - Bus Replacement	NI	$53,231	$0	$266,155
2025	Trunkline	209616	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.908	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	PE	$126	$0	$1,260
2025	Trunkline	209616	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.908	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	CON	$37,170	$0	$371,700
2025	Trunkline	209617	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.983	Traffic Safety	Special pavement marking application on trunklines in Grand Region	PE	$126	$0	$1,260
2025	Trunkline	209617	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.983	Traffic Safety	Special pavement marking application on trunklines in Grand Region	CON	$5,859	$0	$58,590
2025	Trunkline	209631	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	2.868	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	CON	$202	$0	$2,016
2025	Local	214268	Ottawa	OCRC	152nd Ave	152nd Avenue from Butternut Drive to Quincy Street	0.526	New Facilities	New non-motorized pathway	CON	$0	$51,477	$257,383
2025	Local	214268	Ottawa	OCRC	152nd Ave	152nd Avenue from Butternut Drive to Quincy Street	0.526	New Facilities	New non-motorized pathway	CON	$0	$72,707	$279,707

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2025	Local	214519	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2024 - 09/30/2025)	NI	$0	$5,000	$25,000
2025	Local	214519	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2024 - 09/30/2025)	NI	$0	$5,000	$25,000
2025	Local	214776	Allegan	ACRC	48th St	142nd Avenue to Ottogan Street	2.782	Road Capital Preventive Maintenance	Resurfacing	CON	$0	$126,583	$623,250
2025	Local	214927	Ottawa	OCRC	120th Ave	Taylor Street to Fillmore Street	0.973	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	$0	$91,026	$330,359
2025	Local	214927	Ottawa	OCRC	120th Ave	Taylor Street to Fillmore Street	0.973	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	$19,641	$0	$19,641
2025	Local	215172	Ottawa	OCRC	Riley St	112th Avenue to 96th Avenue	1.993	Road Capital Preventive Maintenance	Resurfacing	CON	$0	$17,000	$85,000
2025	Local	215172	Ottawa	OCRC	Riley St	112th Avenue to 96th Avenue	1.993	Road Capital Preventive Maintenance	Resurfacing	CON	$0	$586,334	$1,115,000
2025	Local	215254	Ottawa	Zeeland	S Church St	Washington Avenue to Central Avenue	0.233	Reconstruction	Reconstruction	CON	$0	$1,471,033	$2,267,700
2025	Local	215453	Ottawa	MACC	Areawide	Areawide	0.000	Planning, Research & Design	Data Collection	NI	$0	$4,250	$21,250
2025	Multi-Modal	215871	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY25 - 5307 - SP3000 Transit Operating	NI	$1,640,827	$1,284,191	$4,209,209
2025	Multi-Modal	215873	Ottawa	MAX	Lincoln Ave	Areawide	0.000	6470-New Freedom Projects	FY25 - 5310 - 6470 Transit Operating	NI	$0	$142,500	$285,000
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY25 - 5307 - Transit Capital Items	NI	$40,723	$0	$203,616
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY25 - 5307 - Transit Capital Items	NI	$2,000	$0	$10,000
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY25 - 5307 - Transit Capital Items	NI	$2,000	$0	$10,000
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1404-computers (hardware and software)	FY25 - 5307 - Transit Capital Items	NI	$2,000	$0	$10,000
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work	FY25 - 5307 - Transit Capital Items	NI	$3,000	$0	$15,000

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2025	Multi-Modal	215896	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY25 - 5339 - SP1101 Transit Capital (to replace)	NI	$33,015	$0	$165,076
2026	Trunkline	213275	Kent	MDOT	Regionwide	All Trunkline Routes in Grand Region	17.668	Traffic Safety	Longitudinal Pavement Markings on trunkline routes in Grand Region	PE	$126	$0	$1,260
2026	Trunkline	213275	Kent	MDOT	Regionwide	All trunkline routes in Grand Region, All Trunkline Routes in Grand Region	17.668	Traffic Safety	Longitudinal Pavement Markings on trunkline routes in Grand Region	CON	$37,170	$0	$371,700
2026	Trunkline	213339	Kent	MDOT	Regionwide	All trunkline routes in MACC MPO	1.557	Traffic Safety	Application of special pavement markings on trunklines in Grand Region	PE	$126	$0	$1,260
2026	Trunkline	213339	Kent	MDOT	Regionwide	All trunkline routes in MACC MPO	1.557	Traffic Safety	Application of special pavement markings on trunklines in Grand Region	CON	$11,214	$0	$112,140
2026	Local	214521	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2025 - 09/20/2026)	NI	$0	$5,000	$25,000
2026	Multi-Modal	214524	Ottawa	MAX	Lincoln Ave	Area-Wide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2026 CMAQ: One <30 foot replacement bus with or without lift	NI	$52,606	$0	$263,030
2026	Local	214775	Allegan	ACRC	136th Ave	50th Street to M-40	1.220	Road Rehabilitation	Resurfacing	CON	$0	$1,232,250	$1,700,000
2026	Local	214812	Ottawa	OCRC	Port Sheldon St	120th Avenue to 96th Avenue	2.998	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	$72,752	$0	$72,752
2026	Local	214812	Ottawa	OCRC	Port Sheldon St	120th Avenue to 96th Avenue	2.998	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	$0	$803,000	$1,680,000
2026	Local	214974	Ottawa	OCRC	Port Sheldon St	120th Avenue Intersection	2.505	Traffic Safety	Roundabout	CON	$0	$25,000	$125,000
2026	Local	214974	Ottawa	OCRC	Port Sheldon St	120th Avenue Intersection	2.505	Traffic Safety	Roundabout	CON	$0	$809,250	$1,175,000
2026	Local	215125	Ottawa	OCRC	Butternut Drive	Lakewood Boulevard to Riley Street	1.830	Road Capital Preventive Maintenance	Resurfacing	CON	$0	$304,250	$800,000
2026	Local	215249	Ottawa	Holland	Waverly Rd	Chicago Drive to 16th Street	0.996	Road Rehabilitation	Resurfacing	CON	$0	$17,250	$86,250
2026	Local	215249	Ottawa	Holland	Waverly Rd	Chicago Drive to 16th Street	0.996	Road Rehabilitation	Resurfacing	CON	$0	$885,000	$1,413,750

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	State Estimated Amount	Local Estimated Amount	Total Estimated Amount
2026	Local	215454	Ottawa	MACC	Areawide	Areawide	0.000	Planning, Research & Design	Data Collection	NI	$0	$4,250	$21,250
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	5307: FY26 Bus Replacement	NI	$2,000	$0	$10,000
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	5307: FY26 Bus Replacement	NI	$2,000	$0	$10,000
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	5307: FY26 Bus Replacement	NI	$3,000	$0	$15,000
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	5307: FY26 Bus Replacement	NI	$48,200	$0	$241,000
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	5307: FY26 Bus Replacement	NI	$2,000	$0	$10,000
2026	Multi-Modal	215665	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP3000-operating except JARC and New Freedom	5307: FY26 Transit Operating Assistance	NI	$1,640,827	$1,322,716	$4,286,259
2026	Multi-Modal	215739	Ottawa	MAX	Lincoln Ave	Areawide	0.000	6470-New Freedom Projects	FY26 5310 NF Operating	NI	$0	$142,500	$285,000
2026	Multi-Modal	215747	Ottawa	MAX	Transit Capital	Areawide	0.000	6410-5310 Projects	5310: FY26 Mobility Management	NI	$14,000	$0	$70,000
2026	Multi-Modal	215748	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY26 5339 - Transit Capital	NI	$33,015	$0	$165,076
2026	Multi-Modal	215793	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY26 Carbon Reduction - SP1101 partial <30 foot replacement bus	NI	$33,000	$0	$165,000
2026	Multi-Modal	215874	Ottawa	MAX	Lincoln Ave	Areawide	0.000	6410-5310 Projects	FY25 - 5310 Transit Capital 6410-5310	NI	$14,000	$0	$70,000

APPENDIX

C

System Performance Report

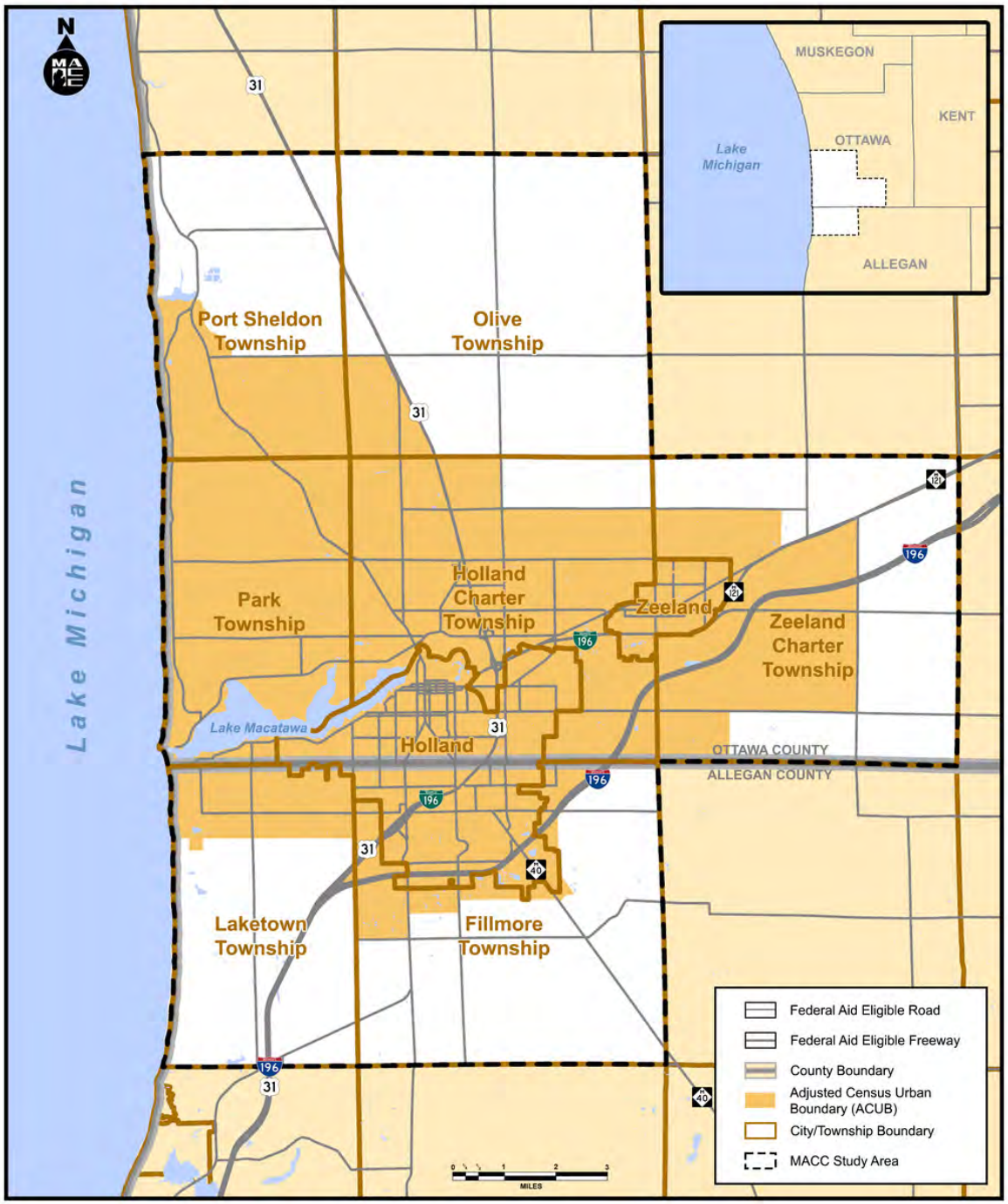
2050 LRTP

2023 SYSTEM PERFORMANCE REPORT

SAFETY | CONDITION | RELIABILITY | TRANSIT

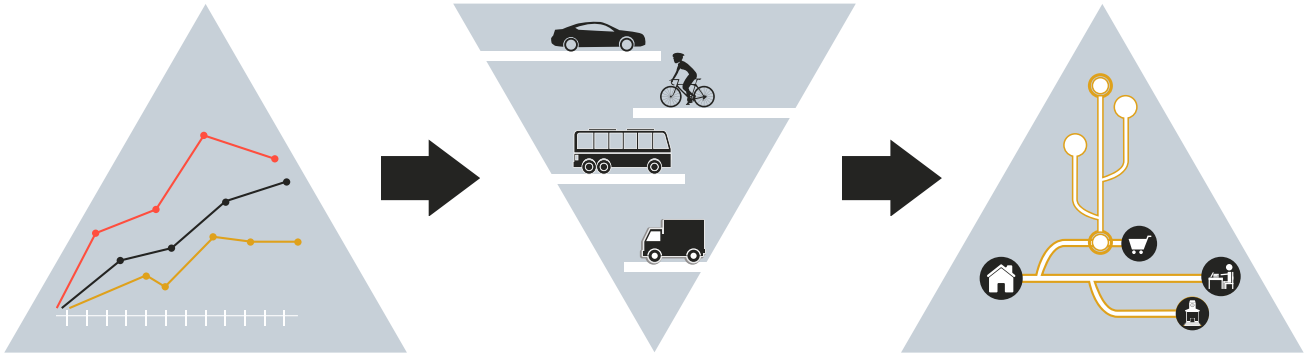
MACC
MPO REGION

The Macatawa Area Coordinating Council (MACC) is a Metropolitan Planning Organization (MPO) that has a planning area that is approximately 211 square miles and includes fifteen members; seven townships, two cities, Allegan and Ottawa County Board of Commissioners, Allegan and Ottawa County Road Commissions, the Macatawa Area Express Transit Authority, and Michigan Department of Transportation. It's estimated that around 130,000 people live within the nine local units of government.



PERFORMANCE MEASURES

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have set forth a Transportation Performance Management approach that can help organizations make smart investment decisions by basing funding on data and objective information. Performance measures at the local, regional, state, and federal levels are based on this type of approach.



Investment Decisions

Using goals, measures, and data to make better decisions about how to fund transportation.

Aimed at a Better Performing System

Setting targets, developing plans, reporting results, and measuring performance.

For Connected and Productive Communities

Focusing on the efficient delivery of goods and safe, reliable journeys to work, school, shopping, and community activities.

PERFORMANCE CATEGORIES

The Macatawa Area Coordinating Council (MACC) is required to incorporate a performance-based approach when building the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). The MACC has adopted four areas of performance targets that focus on safety, pavement and bridge condition, system reliability, and transit. It is the intention that any improvements made within the MACC area, that receive federal funding, will help support at least one of the targets set by the State of Michigan.

SAFETY

Looks at fatalities and serious injuries for motorists and non-motorized users.

BRIDGE & PAVEMENT

Examines pavement and bridge condition on interstate and non-interstate roads.

SYSTEM RELIABILITY

Looks at travel time reliability for users on interstate and non-interstate roads.

TRANSIT

Evaluates the condition of vehicles, equipment, and facilities.

SAFETY: ADOPTED TARGETS

The latest annual State targets for safety performance measures were released by the Michigan Department of Transportation on October 17, 2023, and were adopted by the MACC's Policy Board on November 27, 2023. Safety predictions are based on the current trends in the data and determined through models developed by the University of Michigan Transportation Institute. Regarding the numbers, annual fatalities had decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but increased in 2020 and 2021 to a high of 1,136 and declined again in 2022 to 1,123. This is reflected in the five-year average or target of 1,109.2 for CY 2024. For the same time, serious injuries rose to a high of 5,979 in CY 2021 leading to the five-year average of 5,785 for CY 2024. Final safety targets were developed after evaluating the correlation between traffic crashes, VMT, Gross Domestic Product (GDP) per capita, and other economic factors that impact travel. FHWA strongly suggests that targets should be based on trends and projections, and not be simply inspirational. There are currently 24 projects obligated in the MACC's FY23-26 TIP that are specifically geared toward the improvement of safety.

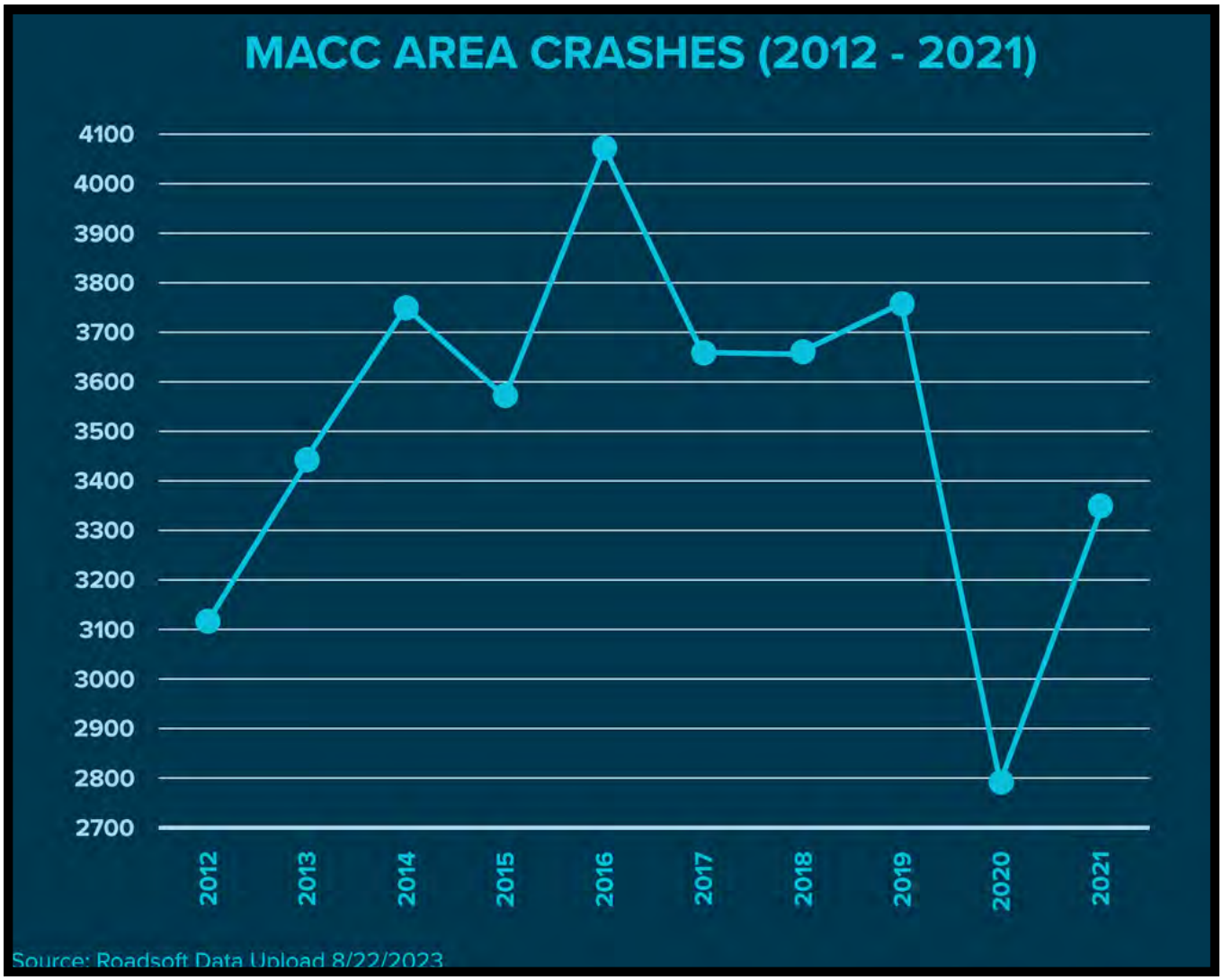
SAFETY PERFORMANCE MEASURES
(STATE OF MICHIGAN 2023)

Safety Performance Measure	Baseline Condition (2017-2021)	Calendar Year 2023 State Safety Target
Fatalities	1,041.8	1,105.6
Fatality Rate*	1.071	1.136
Serious Injuries	5,742.2	5,909.2
Serious Injury Rate*	5.878	6.058
Nonmotorized Fatalities & Serious Injuries	752.0	743.4

*Michigan State Safety Targets (Rate Per 100 Million Vehicle Miles Traveled

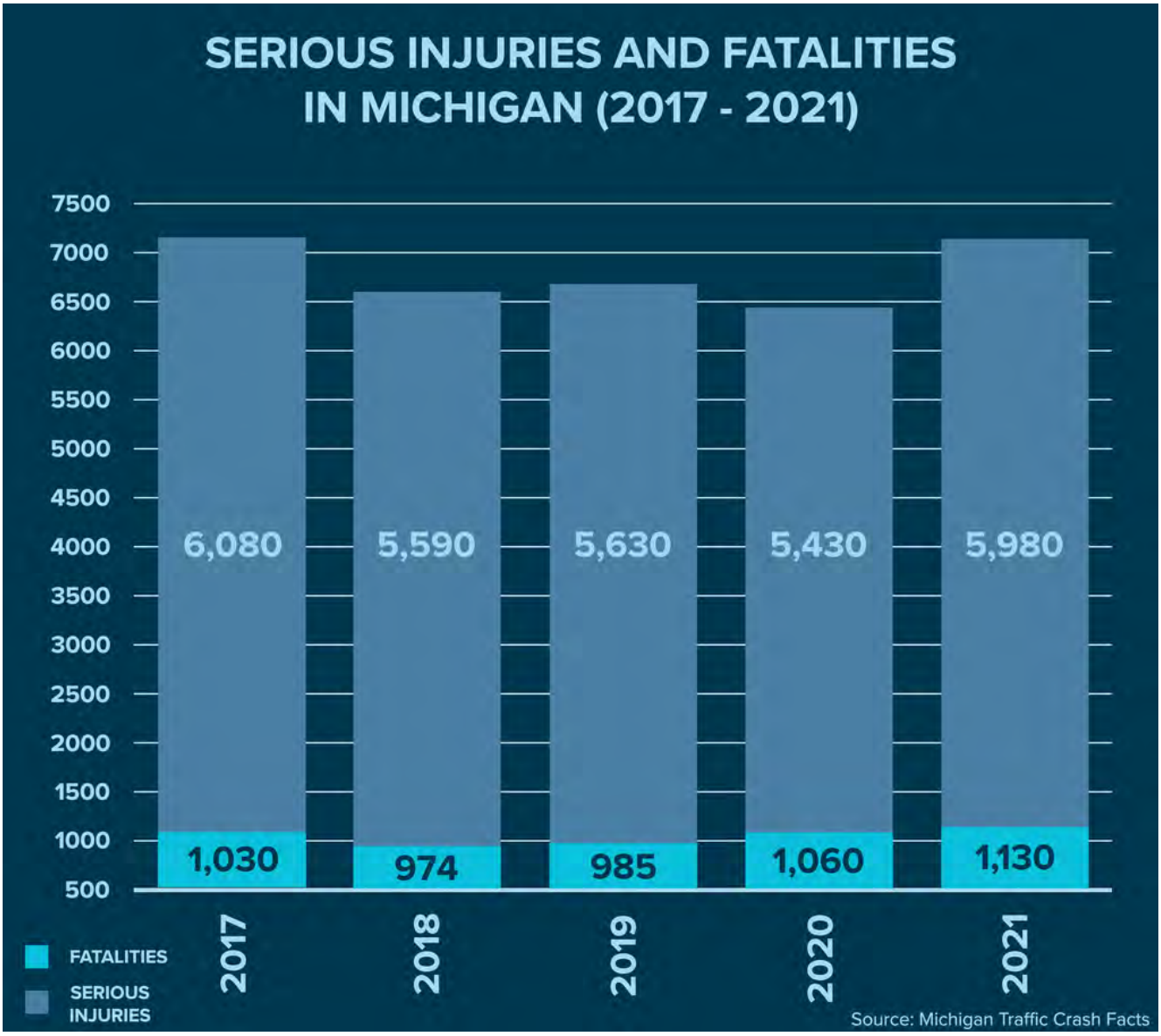
SAFETY: LOCAL CRASH TRENDS

The MACC completed a trend analysis based on crash data for years 2012 to 2021. This process involved identifying total crashes within the MACC planning area. The number of fatalities and serious injuries was also analyzed. Information was obtained from Roadsoft.



SAFETY:
STATE-WIDE FATALITIES & SERIOUS INJURIES

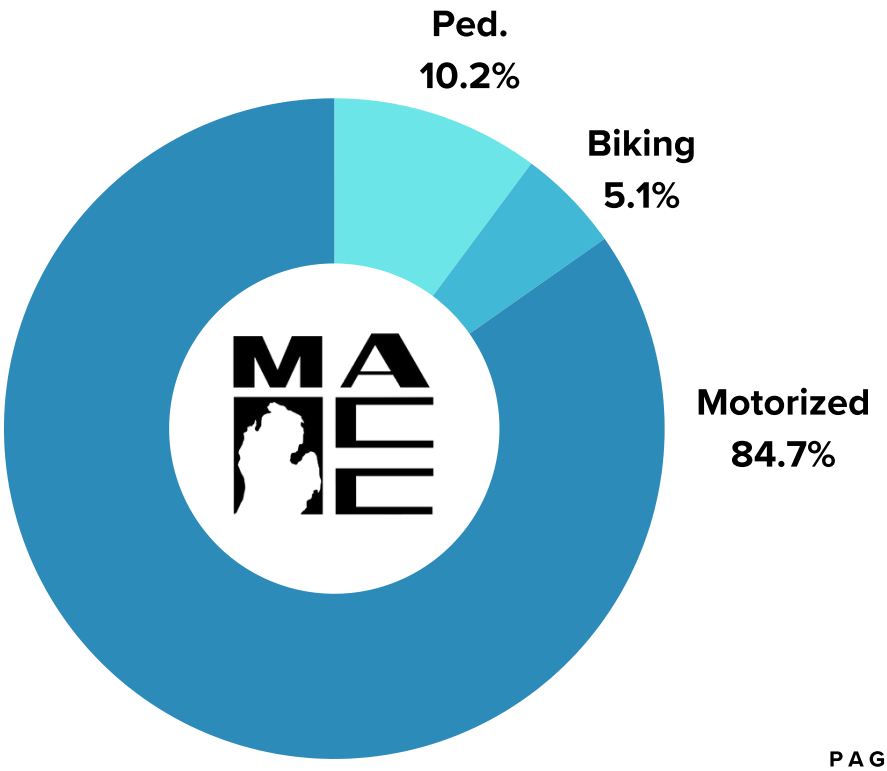
From 2017 to 2021, there were 28,710 serious injuries and 5,179 fatalities associated with crashes in the State of Michigan. Pedestrians accounted for 8.7% of combined serious injuries and fatalities and cyclists accounted for 2.6%. 2020 and current trends for 2021 show fatality numbers trending up.



SAFETY: LOCAL FATALITIES

From 2017 to 2021, there have been 59 fatalities on the transportation system in the MACC area. Out of the 59 fatalities, 9 of those killed were walking or riding a bicycle.

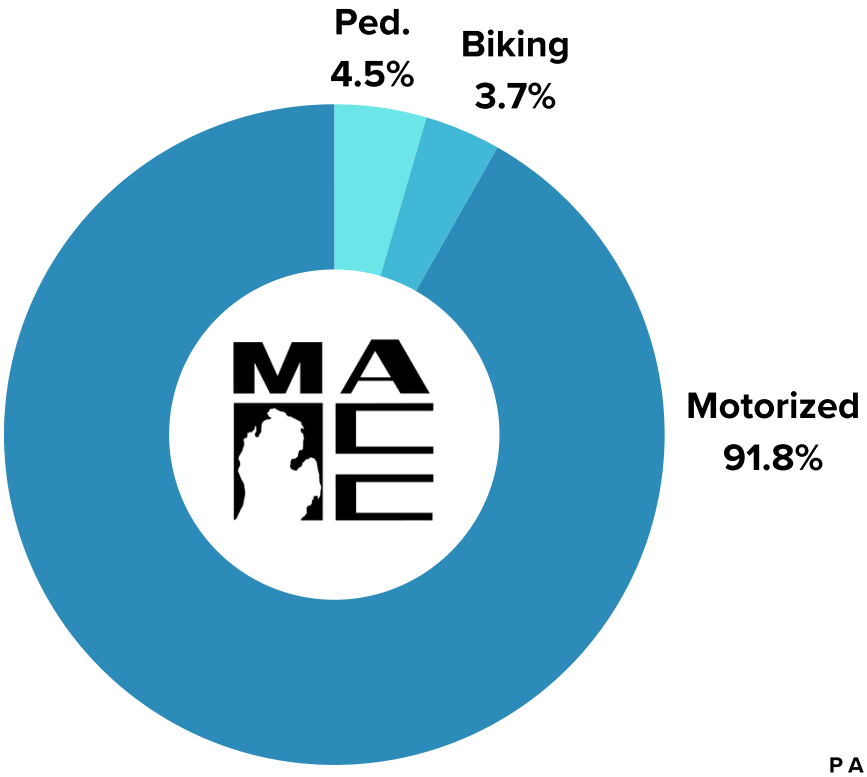
Year	Ped.	Biking	Motorized	Total
2017	1	1	9	11
2018	2	1	13	16
2019	1	0	7	8
2020	0	0	13	13
2021	2	1	8	11
Total	6	3	50	59



SAFETY:
LOCAL INCAPACITATING INJURIES

From 2017 to 2021, out of the 17,262 crashes that occurred in the MACC area, 511 people ended up with incapacitating injuries. Out of 511 people, 42 of those seriously injured were people who were walking or riding a bicycle.

Year	Ped.	Biking	Motorized	Total
2017	6	4	122	132
2018	7	3	95	105
2019	3	4	109	116
2020	5	4	73	82
2021	2	4	70	76
Total	23	19	469	511



PAVEMENT AND BRIDGE CONDITIONS: ADOPTED TARGETS

MDOT has developed two-year and four-year targets for the National Highway System (NHS) separated by the Interstate and the non-Interstate. The performance measures focus on pavement conditions that are good or poor. Metrics include an International Roughness Index (IRI), cracking, rutting, and faulting.

MDOT has also developed a system to evaluate bridge conditions. The table below illustrates that bridge conditions throughout the state are expected to decline at a rate faster than improvements can be made. There are currently 27 projects programmed in the MACC's FY23-26 TIP that specifically target improving pavement and bridge conditions.

NATIONAL HIGHWAY SYSTEM PAVEMENT PERFORMANCE MEASURES

PAVEMENT PERFORMANCE MEASURE	BASELINE CONDITION (2017-2021)	BASELINE CONDITION (2022-2025)	2-YEAR PREDICTED PERFORMANCE (TARGET)	4-YEAR PREDICTED PERFORMANCE (TARGET)	CONDITION IN MACC (2021)
% OF INTERSTATE PAVEMENT IN GOOD CONDITION	57.8%	70.4%	59.2%	56.7%	91.7%
% OF INTERSTATE PAVEMENT IN POOR CONDITION	4.9%	1.8%	5.0%	5.0%	0.0%
% OF NON-INTERSTATE PAVEMENT IN GOOD CONDITION	49.2%	41.6%	33.1%	33.1%	42.7%
% OF NON-INTERSTATE PAVEMENT IN POOR CONDITION	18.9%	8.9%	10.0%	10.0%	6.8%

Source: Michigan Department of Transportation

NATIONAL HIGHWAY SYSTEM BRIDGE PERFORMANCE MEASURES

BRIDGE PERFORMANCE MEASURE	BASELINE CONDITION (2017-2021)	BASELINE CONDITION (2022-2025)	2-YEAR PREDICTED PERFORMANCE (TARGET)	4-YEAR PREDICTED PERFORMANCE (TARGET)	CONDITION IN MACC (2021)
% OF NATIONAL HIGHWAY SYSTEM DECK AREA IN GOOD CONDITION	32.7%	22.1%	15.2%	12.8%	15.0%
% OF NATIONAL HIGHWAY SYSTEM DECK AREA IN POOR CONDITION	9.8%	7.0%	6.8%	5.8%	1.0%

Source: Michigan Department of Transportation

PAVEMENT AND BRIDGE CONDITIONS: PASER

Since 2004, data on the Macatawa Area's federal-aid road system has been collected and inventoried. State of Michigan Act 51 (P.A. 499 2002, P.A. 199 2007) requires each local road agency to annually report the mileage and condition of the road and bridge system within their jurisdiction and report this data to the Transportation Asset Management Council (TAMC).

Pavement Surface Evaluation and Rating (PASER) uses a visual inspection to evaluate pavement surface conditions. It rates various types of pavement distress on a scale of 1-10 with 1 being the worst condition, and 10 being the best. PASER helps to predict the remaining service life of a road and the type of maintenance needed, therefore, helping to identify and prioritize future road projects in our community.

Data is gathered by three-person teams made up of one MDOT employee, one member of the local road agency, and one member from the regional planning agency. This team evaluates the pavement while driving and records the road surface type, number of lanes, and PASER rating of each road using a laptop and GPS receiver. Data is then stored and analyzed using a program called Roadsoft, developed by the Michigan Technological University's Center for Technology and Training.

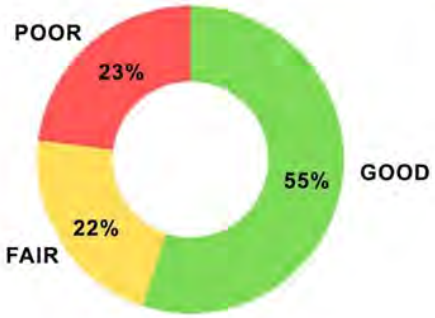
PAVEMENT AND BRIDGE CONDITIONS: MACC PAVEMENT QUALITY

The MACC takes the ratings of 1-10 and divides them up into three categories. Roads with a rating of 8-10 are considered to be in good condition, 5-7 in fair condition, and 1-4 in poor condition. Both Allegan and Ottawa counties were rated in 2023.

Statewide, in 2022, 25% of roads are in good condition, 42% of roads are in fair condition, and 33% of roads are in poor condition. Additional PASER information such as ratings by township or city and data from previous years can be found on the MACC website.

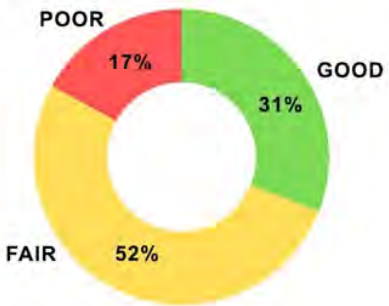
ALLEGAN COUNTY PASER RATINGS (2023)

RATING	1	2	3	4	5	6	7	8	9	10
MILES	0	0.03	7.11	15.50	10.03	4.23	8.25	13.74	36.71	5.08



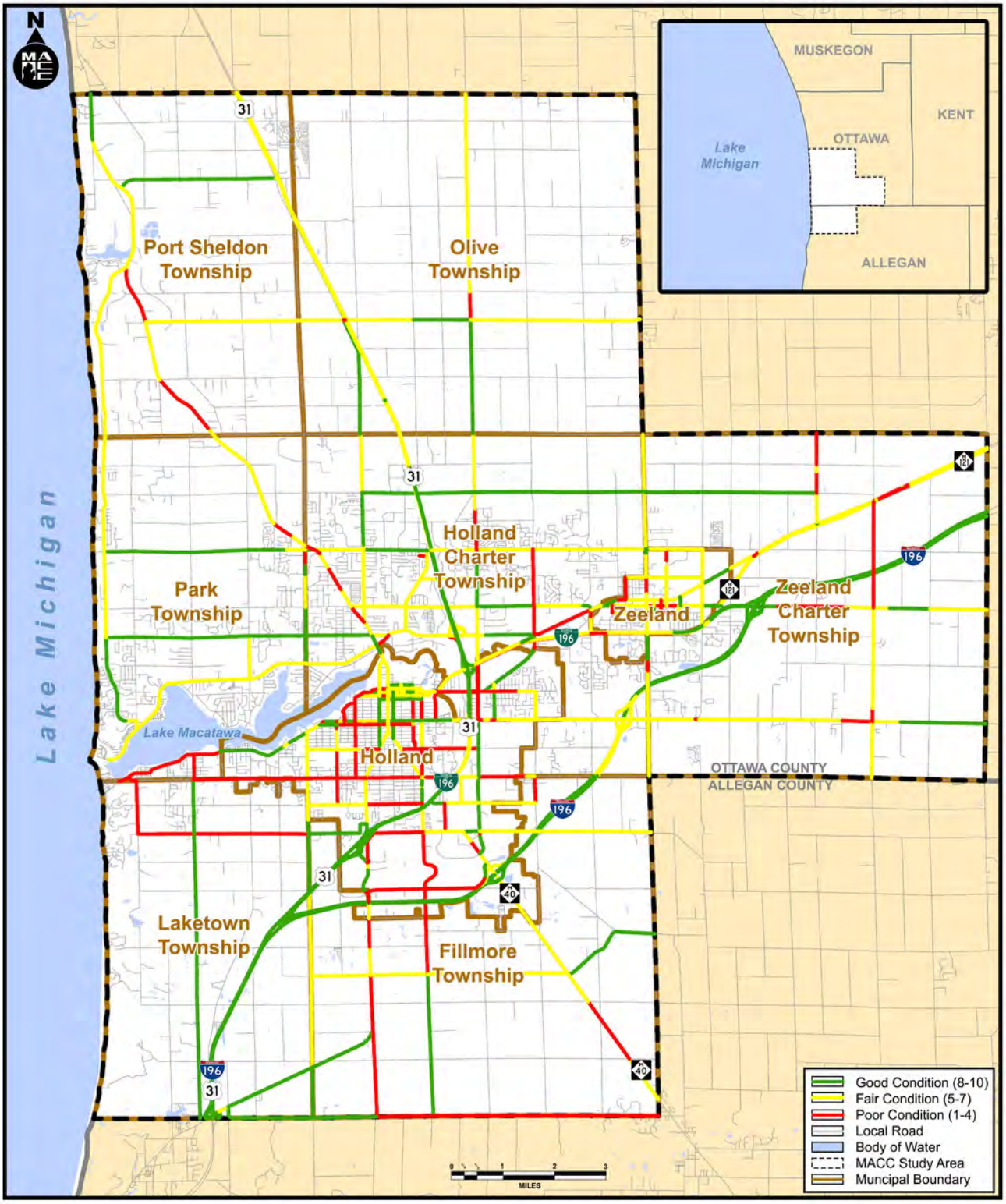
OTTAWA COUNTY PASER RATINGS (2023)

RATING	1	2	3	4	5	6	7	8	9	10
MILES	0.03	0.6	9.27	31.45	32.66	53.65	41.82	49.92	13.99	13.56



PAVEMENT AND BRIDGE CONDITIONS: MACC PAVEMENT QUALITY

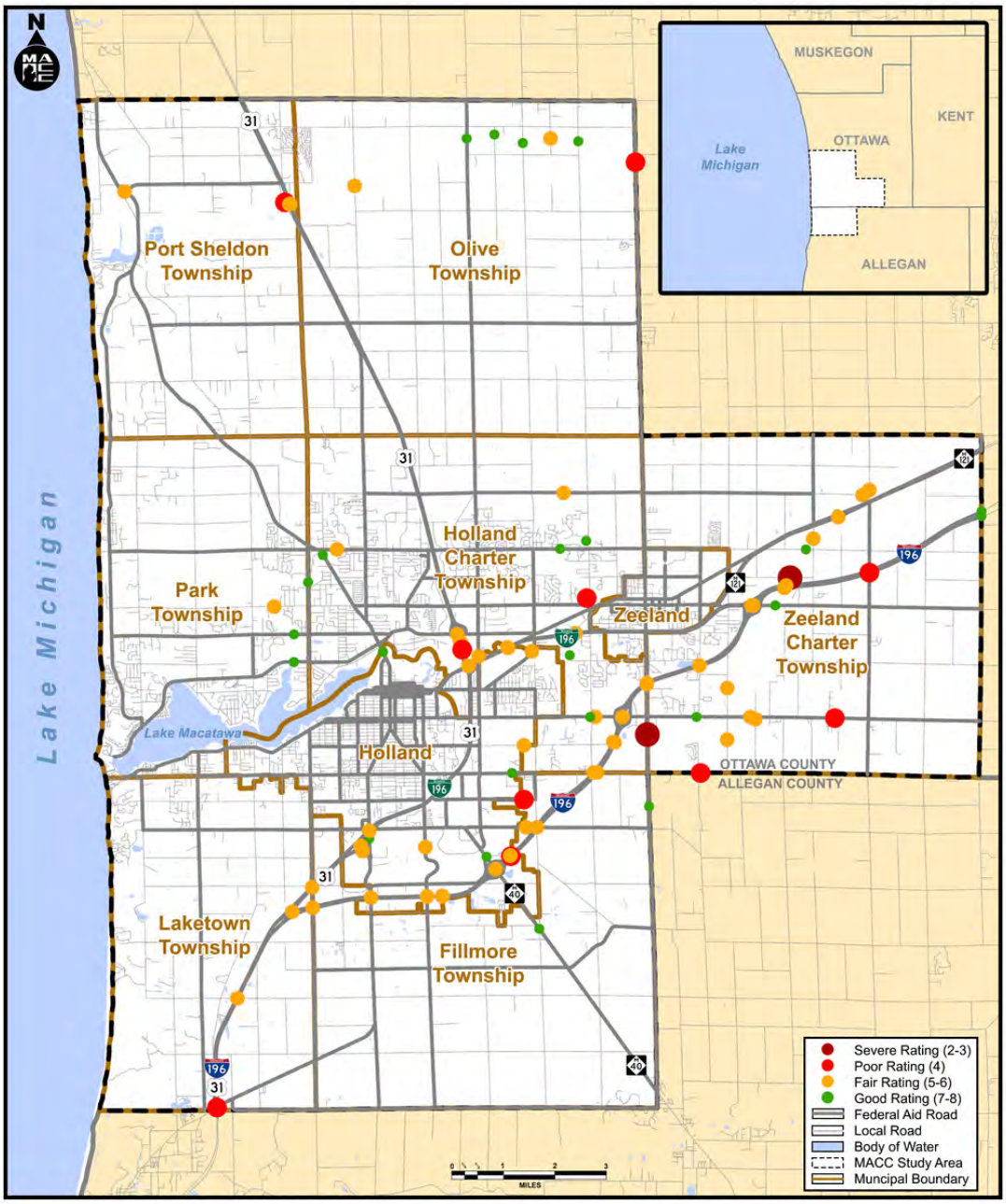
Below is map showing all the ratings in the MACC area.



PASER Ratings (July 2023)

PAVEMENT AND BRIDGE CONDITIONS: MACC BRIDGE QUALITY

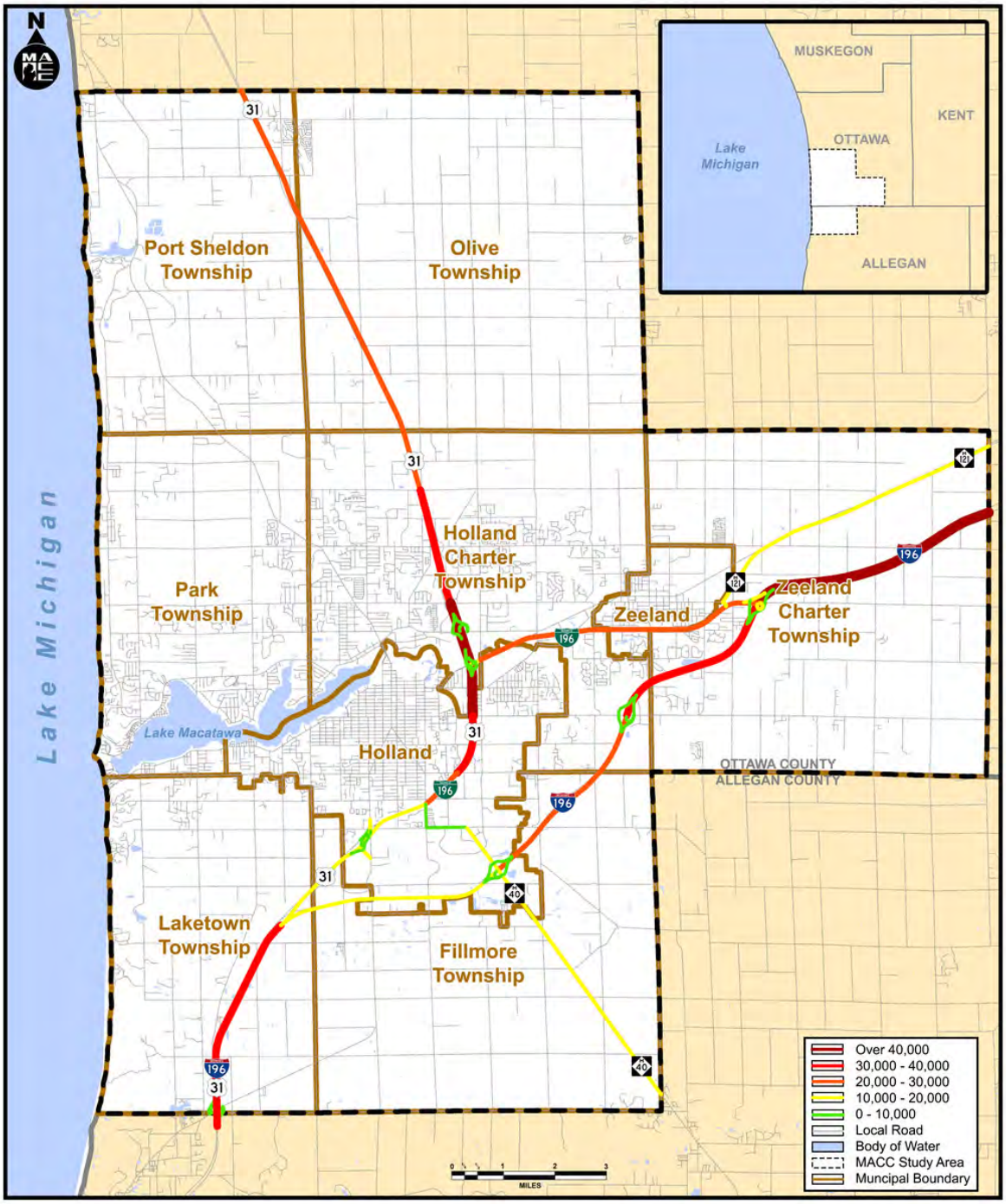
As with the PASER ratings for road pavements, a similar scale is used to determine the condition of the bridge, prioritize projects, and evaluate when a bridge is to be improved or reconstructed. Bridge conditions are based on bi-annual inspections of state, county, city, and village-owned bridges. Ratings for MACC area bridges were reviewed using the Michigan Transportation Asset Management Council's interactive dashboard. In the MACC area, there are 94 bridges listed on the TAMC website. As of 2022, in the MACC area, 27% of bridges are in good condition, 61% of bridges are in fair condition, 11% of bridges are in poor condition, and 2% of bridges are in severe condition. Statewide, 34% of bridges are in good condition, 54% of bridges are in fair condition, 8% of bridges are in poor condition, and 4% of bridges are in severe condition.



TAMC Bridge Ratings (2022)

SYSTEM RELIABILITY: MACC TRAVEL CORRIDORS

Current conditions of the highway network are defined by first identifying travel corridors and the average annual daily traffic volumes. Annual Average Daily Traffic (AADT) is the estimated mean daily traffic volume. For continuous sites, it was calculated by summing the Annual Average Days of the Week and dividing by seven. The map below identifies the commercial and vehicular AADT on MDOT-owned expressways and roads in the MACC area using MDOT's 2022 traffic volumes data.



Michigan State Trunkline AADT

SYSTEM RELIABILITY: MACC TRAVEL CORRIDORS

MDOT has developed targets for travel time reliability on the NHS for Interstate and non-Interstate roads. Freight reliability is also included and is a separate measure. Data on travel time is evaluated to see how it varies over time and to demonstrate consistency. The definitions below help to explain the difference between congestion and travel time reliability:

Congestion – occurs when there are too many vehicles at the same place at the same time (demand exceeds supply). An increase in congestion usually results in a decrease in the "quality" of the driving experience. An increase in congestion relates to an increase in the "use of the system" and usually occurs during the "peak" periods of the day. Most travelers are accustomed to everyday congestion – they can plan for it.

Travel Time Reliability – relates to the consistency or dependability in travel time, and is measured from day to day, or across different times of the day. Unreliable travel times usually occur during the "peak" periods of the day, and most travelers are less tolerant of "unexpected" delays – as they can't plan for them. Michigan's highways have been around 85 percent reliable, meaning 85 percent of person-miles traveled are meeting the federally established thresholds. Due to longer travel times, the freight reliability measure is calculated using the 95th percentile travel time.

NATIONAL HIGHWAY SYSTEM TRAVEL TIME RELIABILITY

SYSTEM RELIABILITY	BASELINE CONDITION (2017-2021)	BASELINE CONDITION (2022-2025)	2-YEAR PREDICTED PERFORMANCE (TARGET)	4-YEAR PREDICTED PERFORMANCE (TARGET)	CONDITION IN MACC (2021)
% OF THE RELIABLE PERSON-MILES TRAVELED ON THE INTERSTATE BASED ON 80TH PERCENTILE OVER 4 TIME PERIODS	85.2%	97.1%	80.0%	80.0%	100.0%
% OF THE RELIABLE PERSON-MILES TRAVELED ON THE NON-INTERSTATE BASED ON 80TH PERCENTILE OVER 4 TIME PERIODS	84.0%	94.4%	75.0%	75.0%	91.1%
TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX ON THE INTERSTATE BASED ON THE 95TH PERCENTILE OVER 5 TIME PERIODS	1.38	1.31	1.60	1.60	1.35

Source: Michigan Department of Transportation

TRANSIT: MACC TRAVEL CORRIDORS

MAX, part of MACC, provides public transit in Holland and surrounding areas. Originating as "Dial-A-Ride" in the 1970s, it adopted fixed routes in 2000. In 2006, a transit authority formed, supported by a voter-approved millage. Since July 1, 2007, the authority manages MAX's daily operations. MAX offers demand response and fixed-route services with eight regular routes. Due to COVID-19, it operates on a reduced basis, providing essential trips during peak hours until fully staffed.

Service Type	MAX Information
Demand Response (Reserve-A-Max)	Only ADA cardholders, people 65 years or older, and those whose origins and/or destinations that are farther than ½ mile from a bus stop are eligible to reserve rides. Reservations must be made by 4:00 p.m. the day prior to travel.
Fixed Route (Catch-A-Max)	Eight regular routes serve the Holland City core area, southern Holland Charter Township, and the City of Zeeland. Fixed route buses depart from the Padnos Transportation Center at the top of the hour every hour.
Service Area	47.5 square miles serving the cities of Holland and Zeeland, as well as Holland Charter Township. As of 2019, Reserve-A-Max also serves Park Township.

Service Type	MAX Information
Ridership (2022)	228,226 Trips
Hours of Operation	**Demand Response** Monday – Friday: 6:00 a.m. – midnight (7:00 p.m. in Park Township) Saturday: 10:00 a.m. – midnight (7:00 p.m. in Park Township) **Fixed Route** Monday – Friday: 6:00 a.m. – 7:00 p.m.
Fleet	34 Vehicles in the fleet (22 Cutaway Buses, 8 Gillig Buses, 3 Transit Vans, and 1 Trolley)
Fares	**Fixed Route Fares** $1.15 – Adults (Ages 18-64) $0.50 – Youth (Ages 5-17) $0.50 – ADA Cardholders $0.50 – Seniors (Ages 65+) $0.50 – Medicare Cardholders **Demand Response Fares** $5.50 – Adults (Ages 18-64) $5.50 – Medicare Cardholders $2.30 – Youth (Ages 5-17) $2.30 – ADA Cardholders $2.30 – Seniors (Ages 65+)

TRANSIT: MACC TRAVEL CORRIDORS

Transit agencies are required to have a Transit Asset Management (TAM) plan and update the plan every four years. The agencies also need to track the asset conditions for rolling stock, equipment, and facilities. Since transit providers vary widely with the type and scale of assets, transit providers are instructed to individually create TAM plans.The following table shows MAX Transit's annual performance targets for fiscal year 2024.

Revenue Vehicles - MAX Transit expects its full-service revenue fleet to remain within the Useful Life Benchmark (ULB) threshold. Buses, cutaways, and vans are targeted for replacement after reaching FTA's Useful Life age but before the ULB (or maximum age) is met.

Equipment – MAX Transit is typically able to utilize some of its non-revenue/service automobiles (road supervisor, staff, and maintenance vehicles) slightly beyond the 8-year Useful Life Benchmark provided preventative maintenance costs remain reasonable.

Facilities – MAX Transit owns and operates two facilities, Padnos and Greenway. They are expected to remain well above a 3.0 score. Building systems are monitored monthly and scores are calculated following inspections of each facility's HVAC, substructure, electrical, fire protection, rooftop, and plumbing systems.

Asset Category	Performance Measures	FY2024 Target
ROLLING STOCK		
Bus	Age - % of Revenue Vehicles Within a Particular Asset Class That Have Met Or Exceeded Their Useful Life Benchmark (ULB)	10%
Cutaway Bus		5%
Rubber Tire Vintage Trolley		0%
Van		0%
EQUIPMENT		
Non-Revenue/Service Automobile	Age - % of Vehicles That Have Met or Exceeded Their ULB	0%
Non-Vehicle Equipment (>$50,000)		0%
FACILITIES		
Maintenance	Condition - % of Facilities With a Condition Rating Below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%
Passenger Facilities		0%

Source: MAX Transit Authority

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

In January 2021, the MACC approved MAX's Public Transportation Agency Safety Plan (PTASP). The PTASP is a plan that standardizes how each transit authority focuses on safety concerns and identifies weaknesses while considering risks and risk management throughout the agency. The document was discussed during the February 24, 2020 meeting of the MACC Policy Committee. At that time, it was noted that the safety plan would include performance measures to be brought to the MACC for incorporation into the TIP. Requirements of the Public Transportation Agency Safety Plan are noted below:

Certification of Compliance

- Each transit agency must annually certify via FTA's Certifications and Assurances process that its safety plan meets the requirements of the final rule.
- States must certify safety plans on behalf of small public transportation providers that operate 100 or fewer vehicles in peak revenue service within their states unless providers opt to certify their own safety plans upon notification to the state.

Documentation and Recordkeeping

- A transit agency must maintain documents that set forth its safety plan, including those related to SMS implementation.
- These documents must be made available upon request by FTA and other agencies with safety jurisdiction, such as the National Transportation Safety Board (NTSB) and State Safety Oversight Agencies (SSOAs).
- A transit agency must maintain these documents for a minimum of three years after they are created.

Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100K VRM)	Injuries (Total)	Injuries (Per 100K VRM)	Safety Events (Total)	Safety Events (Per 100K VRM)	System Reliability (Failures/ 100K VRM)
Fixed Route	0	0	3	0.00003	3	0.00003	90/ 0.0009
Demand Response	0	0	5	0.00005	2	0.00002	85/ 0.00085

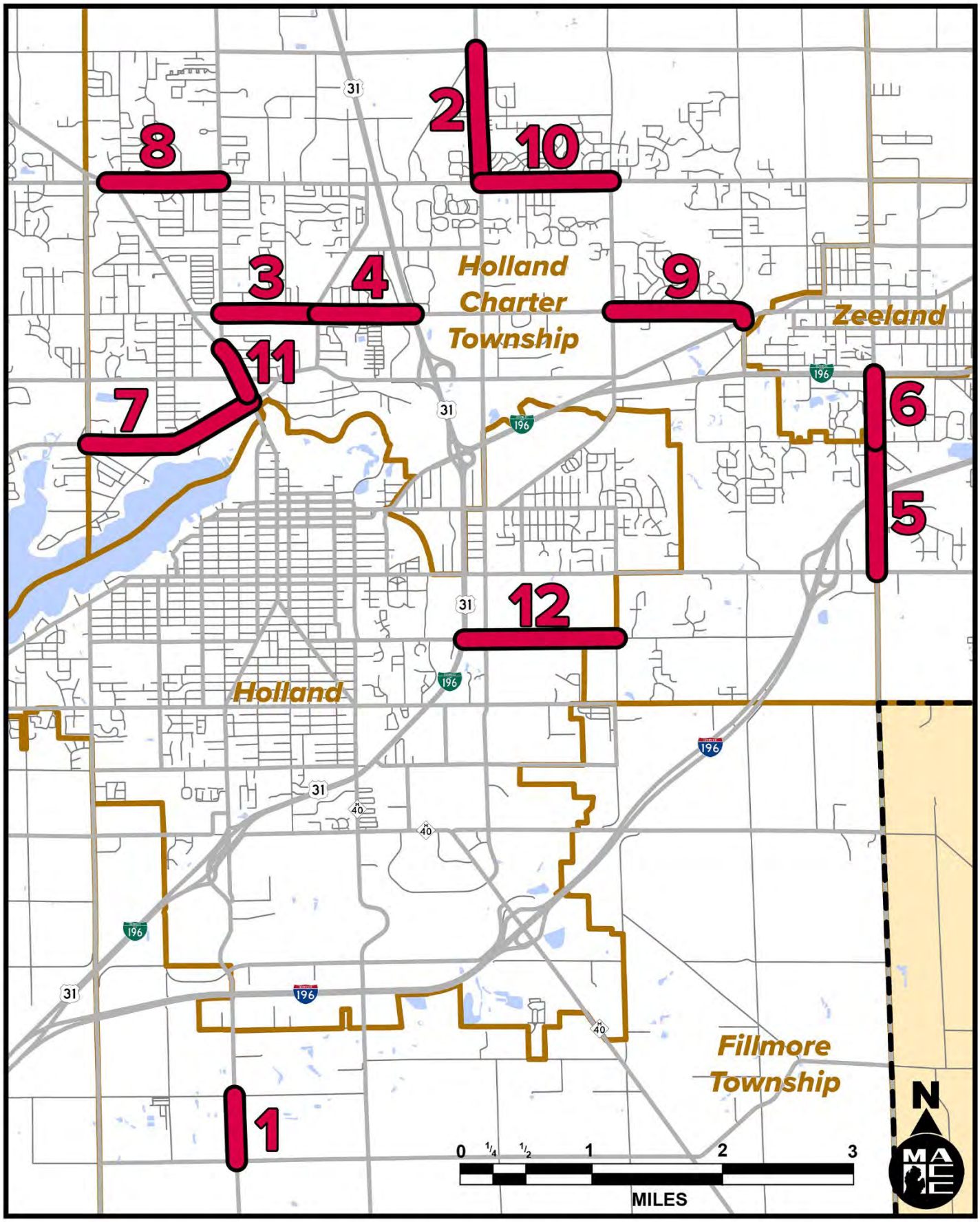
Source: MAX Transit

APPENDIX

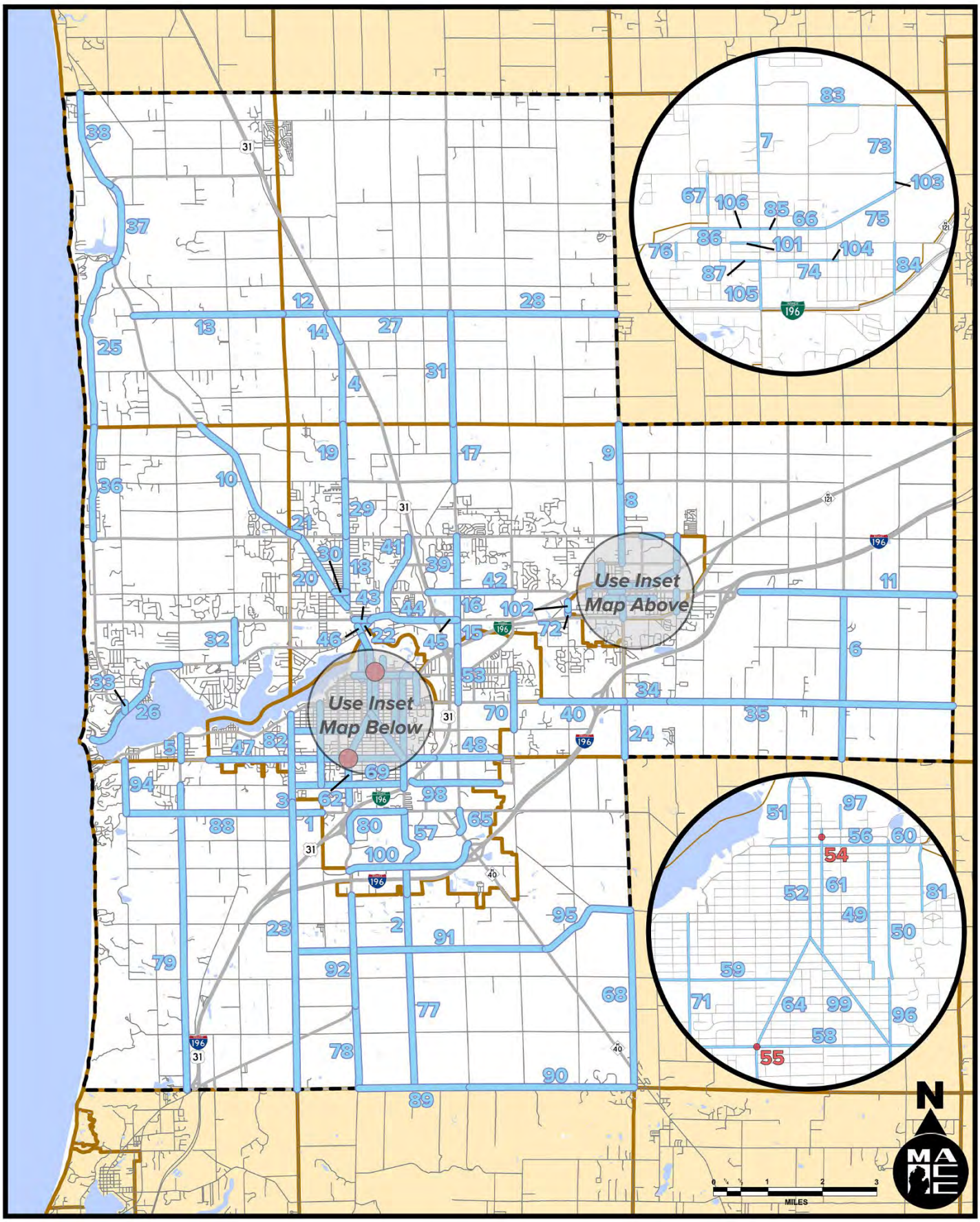
D

2050 LRTP Project Maps

2050 LRTP



Proposed Capacity-Changing Projects (2050 LRTP)



Proposed Other Projects (2050 LRTP)

APPENDIX

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2050 Illustrative Project List

2050 LRTP

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)
2024	Multi-Modal	MAX Transit	Ottawa	Transit Capital	MAX Service Area	0.00	1101 Bus Rolling Stock	(5) LghtDty-Cutaways	NI	$870,205	$870,205
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
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
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
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
2030	Local	ACRC	Allegan	146th Avenue	60th Street to City Limits	0.50	Road Rehabilitation	Resurface existing roadway	CON	$107,095	$164,868
2030	Local	ACRC	Allegan	56th Street	141st Avenue to City Limits	1.00	Road Rehabilitation	Resurface existing roadway	CON	$208,671	$321,239
2030	Local	ACRC	Allegan	60th Street	146th Avenue to City Limits	0.20	Road Rehabilitation	Resurface existing roadway	CON	$107,095	$164,868
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
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
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
2030	Local	City of Zeeland	Ottawa	Maple/92nd Bridge	Maple Street and BL I-196	0.00	New Facilities	New Non-Motorized Bridge	CON	$11,639,100	$18,622,560
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
2030	Local	OCRC	Ottawa	136th Avenue	New Holland St to Bingham St	1.50	Road Rehabilitation	Resurfacing	CON	$459,256	$707,003
2030	Local	OCRC	Ottawa	160th Avenue	32nd Ave to South Shore Dr	0.40	Road Rehabilitation	Resurfacing + Shoulder	CON	$142,305	$219,072
2030	Local	OCRC	Ottawa	64th Avenue	Ottogan St to Byron Rd	3.00	Road Rehabilitation	Resurfacing + Shoulder	CON	$986,429	$1,518,563
2030	Local	OCRC	Ottawa	96th Avenue	Roosevelt Ave to Riley St	0.40	Road Rehabilitation	Resurfacing	CON	$161,710	$248,945
2030	Local	OCRC	Ottawa	96th Avenue	Riley St to Quincy St	1.00	Road Rehabilitation	Resurfacing	CON	$307,249	$472,995
2030	Local	OCRC	Ottawa	96th Avenue	Quincy St to New Holland St	1.00	Road Rehabilitation	Resurfacing	CON	$307,249	$472,995
2030	Local	OCRC	Ottawa	Butternut Drive	144th Ave to New Holland St	2.60	Road Rehabilitation	Resurfacing	CON	$792,378	$1,219,829
2030	Local	OCRC	Ottawa	Byron Road	I-196 to 48th Ave	4.00	Road Rehabilitation	Resurfacing	CON	$1,228,994	$1,891,980
2030	Local	OCRC	Ottawa	Port Sheldon Street	144th Ave to US-31	0.80	Road Rehabilitation	Resurfacing + Shoulder	CON	$265,204	$408,270
2030	Local	OCRC	Ottawa	Port Sheldon Street	Butternut Drive to 144th Ave	2.70	Road Rehabilitation	Resurfacing + Shoulder	CON	$889,404	$1,369,196
2030	Local	OCRC	Ottawa	West Olive Road	Bingham St to Port Sheldon St	0.60	Road Rehabilitation	Resurfacing	CON	$206,988	$318,649
2030	Local	OCRC	Ottawa	120th Avenue	BL-196 to Lakewood Blvd.	0.40	Road Rehabilitation	Resurfacing	CON	$180,959	$278,578
2030	Local	OCRC	Ottawa	120th Avenue	Lakewood Blvd to James St	0.50	Road Rehabilitation	Resurfacing	CON	$225,194	$346,675
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
2030	Local	OCRC	Ottawa	120th Avenue	Quincy St to New Holland St	1.00	Road Rehabilitation	Resurfacing	CON	$386,046	$594,300
2030	Local	OCRC	Ottawa	136th Avenue	Butternut Dr to Riley St	1.30	Road Rehabilitation	Resurfacing	CON	$583,091	$897,641
2030	Local	OCRC	Ottawa	136th Avenue	Quincy St to New Holland St	1.00	Road Rehabilitation	Resurfacing	CON	$386,046	$594,300
2030	Local	OCRC	Ottawa	Butternut Drive	136th Ave to Riley St	1.60	Road Rehabilitation	Resurfacing	CON	$723,837	$1,114,313
2030	Local	OCRC	Ottawa	Butternut Drive	Riley St to 144th Ave	0.20	Road Rehabilitation	Resurfacing	CON	$100,533	$154,766
2030	Local	OCRC	Ottawa	Douglas Avenue	River Ave to Lakewood Blvd	0.30	Road Rehabilitation	Resurfacing	CON	$140,746	$216,672
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
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
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
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
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

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)
2035	Local	ACRC	Allegan	60th Street	136th Avenue to 146th Avenue	5.00	Road Rehabilitation	Resurface existing roadway	CON	$775,064	$1,451,680
2035	Local	OCRC	Ottawa	96th Avenue	Ottogan Street to Adams Street	1.00	Road Rehabilitation	Resurfacing	CON	$275,929	$516,811
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
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
2035	Local	OCRC	Ottawa	Lakeshore Drive	New Holland St to Butternut Dr	3.30	Road Rehabilitation	Resurfacing	CON	$902,077	$1,689,573
2035	Local	OCRC	Ottawa	Ottawa Beach Road	State Park to 160th Ave	2.30	Road Rehabilitation	Resurfacing	CON	$636,760	$1,192,640
2035	Local	OCRC	Ottawa	Port Sheldon Street	US-31 to 120th Ave	2.20	Road Rehabilitation	Resurfacing	CON	$668,598	$1,252,272
2035	Local	OCRC	Ottawa	Port Sheldon Street	120th Ave to 96th Ave	3.00	Road Rehabilitation	Resurfacing	CON	$912,689	$1,709,450
2035	Local	OCRC	Ottawa	136th Avenue	Riley St to Quincy St	1.00	Road Rehabilitation	Resurfacing	CON	$422,499	$791,332
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
2035	Local	OCRC	Ottawa	James Street	Butternut Dr to 136th Ave	0.20	Road Rehabilitation	Resurfacing	CON	$94,698	$177,367
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
2035	Local	OCRC	Ottawa	Van Hill Bridge	Van Hill Drive and BL I-196	0.00	New Facilities	New Non-Motorized Bridge	CON	$7,321,260	$11,714,016
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
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
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
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
2040	Local	ACRC	Allegan	145th Avenue	60th Street to 64th Street	2.02	New Facilities	Non-Motorized Pathway	CON	$404,000	$786,951
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
2040	Local	ACRC	Allegan	136th Avenue	60th Street to 63rd Street	1.43	New Facilities	Non-Motorized Pathway	CON	$286,000	$557,099
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
2040	Local	ACRC	Allegan	60th Street	Blue Star Highway to 136th Avenue	0.89	New Facilities	Non-Motorized Pathway	CON	$178,000	$346,726
2040	Local	ACRC	Allegan	63rd Avenue	136th Avenue to Blue Star Highway	0.23	New Facilities	Non-Motorized Pathway	CON	$46,000	$89,603
2040	Local	OCRC	Ottawa	120th Avenue	New Holland St to Port Sheldon St	2.00	Road Rehabilitation	Resurfacing	CON	$500,600	$1,140,750
2040	Local	OCRC	Ottawa	152nd Avenue	Ottawa Beach Rd to Lakewood Blvd	0.80	Road Rehabilitation	Resurfacing + Shoulder	CON	$217,652	$495,979
2040	Local	OCRC	Ottawa	168th Avenue	Ottawa Beach Rd to Lakeshore Dr	0.10	Road Rehabilitation	Resurfacing + Shoulder	CON	$43,531	$99,196
2040	Local	OCRC	Ottawa	Adams Street	96th Ave to 88th Ave	0.90	Road Rehabilitation	Resurfacing	CON	$226,358	$515,817
2040	Local	OCRC	Ottawa	Adams Street	88th Ave to 48th Ave	5.10	Road Rehabilitation	Resurfacing	CON	$1,273,264	$2,901,474
2040	Local	OCRC	Ottawa	Lakeshore Drive	Riley Street to New Holland St	2.00	Road Rehabilitation	Resurfacing	CON	$500,600	$1,140,750
2040	Local	OCRC	Ottawa	Lakeshore Drive	Butternut Dr to Croswell Dr	1.00	Road Rehabilitation	Resurfacing	CON	$250,300	$570,375
2040	Local	OCRC	Ottawa	Lakeshore Drive	Croswell Dr to Fillmore St	1.60	Road Rehabilitation	Resurfacing	CON	$400,480	$912,601
2040	Local	OCRC	Ottawa	120th Avenue	James St to Riley St	1.00	Road Rehabilitation	Resurfacing	CON	$448,648	$1,022,364
2040	Local	OCRC	Ottawa	Adams Street	Quarterline Rd to 96th Ave	1.50	Road Rehabilitation	Resurfacing	CON	$672,971	$1,533,546
2040	Local	OCRC	Ottawa	Beeline Road	Lakewood Blvd to Riley St	1.50	Road Rehabilitation	Resurfacing	CON	$577,304	$1,315,542
2040	Local	OCRC	Ottawa	James Street	US-31 to 112th Ave	1.50	Road Rehabilitation	Resurfacing	CON	$672,971	$1,533,546
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
2040	Local	OCRC	Ottawa	Lakewood Boulevard	River Ave to Douglas Ave	0.30	Road Rehabilitation	Resurfacing	CON	$138,553	$315,730
2040	Local	OCRC	Ottawa	Lakewood Boulevard	Douglas Ave to US-31	1.20	Road Rehabilitation	Resurfacing	CON	$541,016	$1,232,850
2040	Local	OCRC	Ottawa	Lakewood Boulevard	US-31 to 120th Ave	0.40	Road Rehabilitation	Resurfacing	CON	$181,438	$413,456

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)
2040	Local	OCRC	Ottawa	76th Avenue	Byron Road to Perry Street	1.00	New Facilities	Non-Motorized Pathway	CON	$200,000	$389,580
2040	Local	OCRC	Ottawa	Perry Street	76th Avenue to 74th Avenue	0.25	New Facilities	Non-Motorized Pathway	CON	$50,000	$97,395
2040	Local	OCRC	Ottawa	74th Avenue	Perry Street to Adams Street	1.00	New Facilities	Non-Motorized Pathway	CON	$200,000	$389,580
2040	Local	OCRC	Ottawa	96th Avenue	Bingham Street to Blair Street	1.00	New Facilities	Non-Motorized Pathway	CON	$200,000	$389,580
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
2040	Local	OCRC	Ottawa	New Holland Street	144th Avenue to 136th Avenue	1.00	New Facilities	Non-Motorized Pathway	CON	$200,000	$389,580
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
2040	Local	OCRC	Ottawa	West Shore Drive	Greenly Street to Quincy Street	0.50	New Facilities	Non-Motorized Pathway	CON	$100,000	$194,790
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
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
2040	Local	OCRC	Ottawa	Stanton Street	US-31 to Lakeshore Avenue	2.78	New Facilities	Non-Motorized Pathway	CON	$556,000	$1,083,032
2040	Local	OCRC	Ottawa	Van Buren Street	152nd Avenue to Lakeshore Avenue	2.51	New Facilities	Non-Motorized Pathway	CON	$502,000	$977,846
2040	Local	OCRC	Ottawa	Port Sheldon Street	152nd Avenue to Butternut Drive	1.71	New Facilities	Non-Motorized Pathway	CON	$342,000	$666,182
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
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
2040	Local	OCRC	Ottawa	Baldwin Street	152nd Avenue to 144th Avenue	1.00	New Facilities	Non-Motorized Pathway	CON	$200,000	$389,580
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
2040	Local	OCRC	Ottawa	160th Avenue	Blair Street to Port Sheldon Street	0.50	New Facilities	Non-Motorized Pathway	CON	$100,000	$194,790
2040	Local	OCRC	Ottawa	152nd Avenue	Stanton Street to Croswell Street	1.00	New Facilities	Non-Motorized Pathway	CON	$100,000	$194,790
2040	Local	OCRC	Ottawa	Olive Shores Avenue	Lakeshore Avenue to Polk Street	1.21	New Facilities	Non-Motorized Pathway	CON	$242,000	$471,392
2040	Local	OCRC	Ottawa	Polk Street	Margaret Avenue to Olive Shores Avenue	0.14	New Facilities	Non-Motorized Pathway	CON	$28,000	$54,541
2040	Local	OCRC	Ottawa	Margaret Avenue	Windsnest Park to Polk Street	0.17	New Facilities	Non-Motorized Pathway	CON	$34,000	$66,228
2040	Local	OCRC	Ottawa	Croswell Street	Lakeshore Avenue to Olive Shores Avenue	0.31	New Facilities	Non-Motorized Pathway	CON	$62,000	$120,769
2040	Local	OCRC	Ottawa	New Holland Street	Butternut Drive to 152nd Avenue	0.57	New Facilities	Non-Motorized Pathway	CON	$114,000	$222,061
2040	Local	OCRC	Ottawa	Van Hill	Chicago Drive to Paw Paw Drive	0.41	New Facilities	Non-Motorized Pathway	CON	$410,000	$798,639
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
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
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
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

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)
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
2045	Local	OCRC	Ottawa	River Avenue	City of Holland to CSX Crossing	0.20	Road Rehabilitation	Epoxy Overlay	CON	$107,130	$297,016
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
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
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
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
2023 - 2024	Multi-Modal	MAX Transit	Ottawa	Route Study	MAX Service Area	0.00	Planning	Route Study	NI	$100,000	$0
2023 - 2028	Multi-Modal	MAX Transit	Ottawa	Scheduling Software	MAX Service Area	0.00	Operations	VIA Scheduling Software	NI	$750,000	$750,000
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
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**
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

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)
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
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
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
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
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
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
2030-2035	Local	ACRC	Allegan	48th Street	136th Avenue to 142nd Avenue	3.20	Road Rehabilitation	Resurface existing roadway	CON	$624,909	$962,019
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
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
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
2035-2039	Local	City of Zeeland	Ottawa	104th	Huizenga to Alice	0.08	Road Rehabilitation	Mill and Resurface roadway	CON	$84,160	$134,742
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
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
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
2035-2039	Local	City of Zeeland	Ottawa	Lee	Lawrence to Main	0.13	Road Rehabilitation	Mill and Resurface roadway	CON	$140,991	$225,731
2035-2040	Local	ACRC	Allegan	56th Street	136th Avenue to 141st Avenue	2.50	Road Rehabilitation	Resurface existing roadway	CON	$481,379	$901,614
2035-2040	Local	ACRC	Allegan	58th Street	136th Avenue to 139th Avenue	1.50	Road Rehabilitation	Resurface existing roadway	CON	$324,599	$607,968
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
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
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
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
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
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
2040-2044	Local	City of Zeeland	Ottawa	East Washington	State to Elm	0.13	Reconstruction	Reconstruct existing roadway	CON	$726,528	$1,415,204
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
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
2040-2045	Local	ACRC	Allegan	146th Avenue	66th Street to 60th Street	3.00	Road Rehabilitation	Resurface existing roadway	CON	$389,740	$888,127
2040-2045	Local	ACRC	Allegan	136th Avenue	58th to 54th Street	2.00	Road Rehabilitation	Resurface existing roadway	CON	$411,822	$938,447
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
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
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
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
2040-2045	Local	ACRC	Allegan	66th Street	Ottogan Street to 146th Avenue	1.00	Road Rehabilitation	Resurface existing roadway	CON	$230,752	$525,830
2040-2045	Local	ACRC	Allegan	Fillmore Road	M-40 to 48th Street	1.90	Road Rehabilitation	Resurface existing roadway	CON	$368,762	$840,323
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
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
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
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

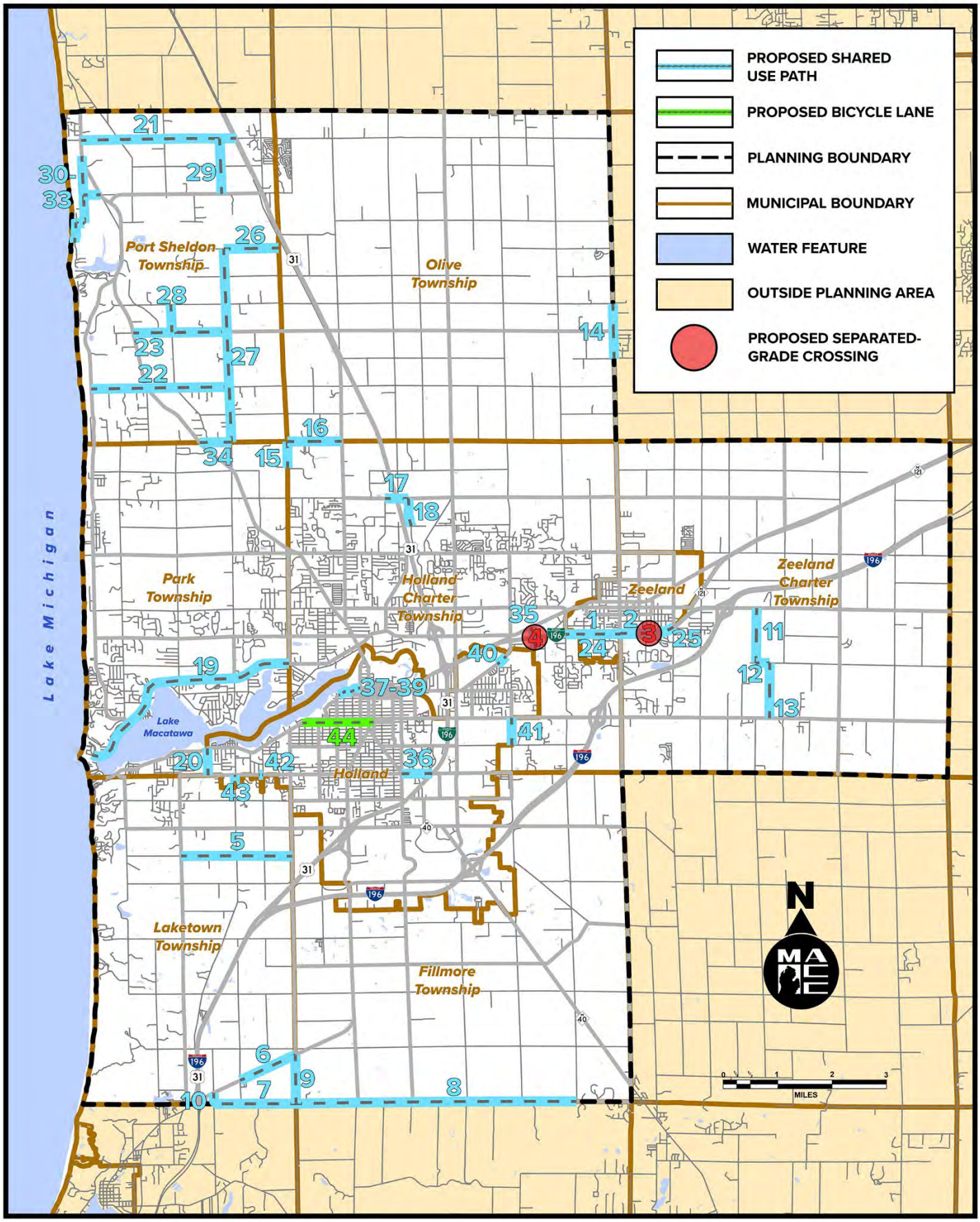
Expected Fiscal Year/Year Open to Traffic	Job Type	Responsible Agency	County	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Total Estimated Budget Amount (Current Year Dollars)	Total Estimated Job Cost (Future Year, 4% growth)
2045 - 2050	Local	City of Holland	Allegan	64th Street	Washington Avenue to M-40	2.44	Road Rehabilitation	Resurface existing roadway	CON	$2,000,000	$2,500,000
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
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
2045-2049	Local	City of Zeeland	Ottawa	Fairview	Washington to Roosevelt	0.10	Road Rehabilitation	Mill and Resurface roadway	CON	$138,805	$400,225
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
2045-2049	Local	City of Zeeland	Ottawa	State Street	BI-196 to Central	0.36	Reconstruction	Reconstruct existing roadway	CON	$2,066,063	$5,957,221
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

APPENDIX

F

Proposed Non Motorized Network

2050 LRTP



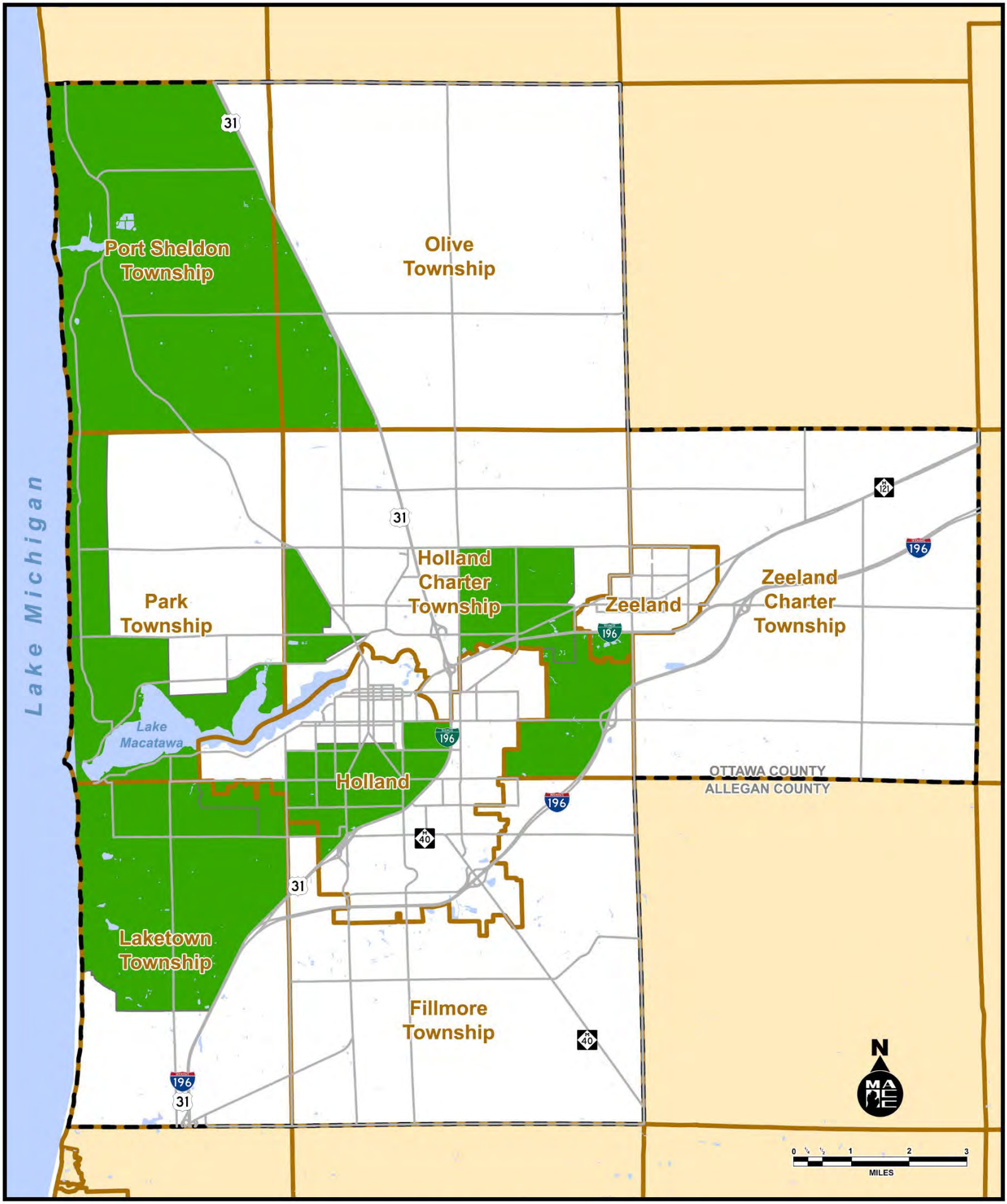
Proposed Non-Motorized Improvements (2050 LRTP)

APPENDIX

G

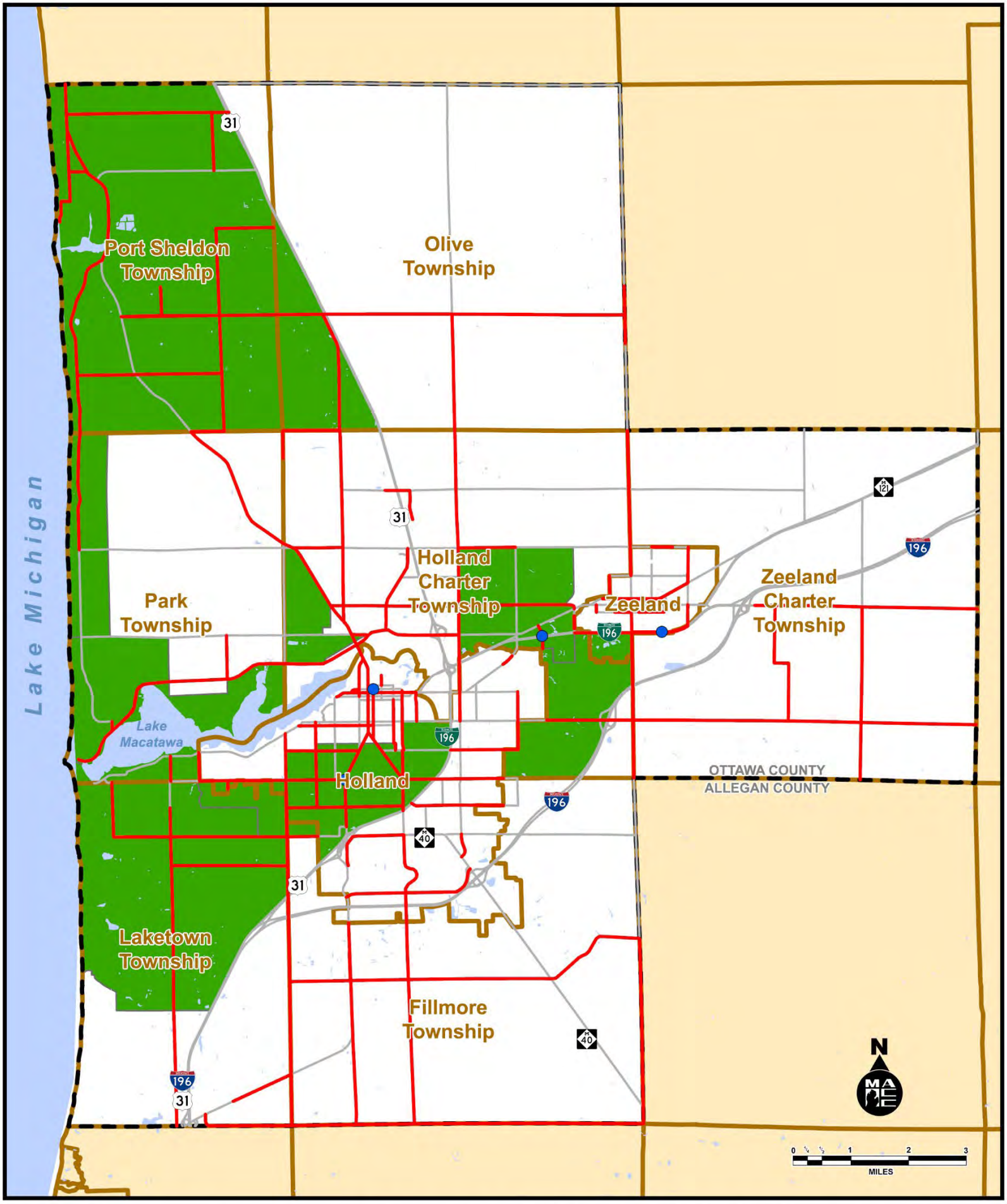
Environmental Justice Maps

2050 LRTP



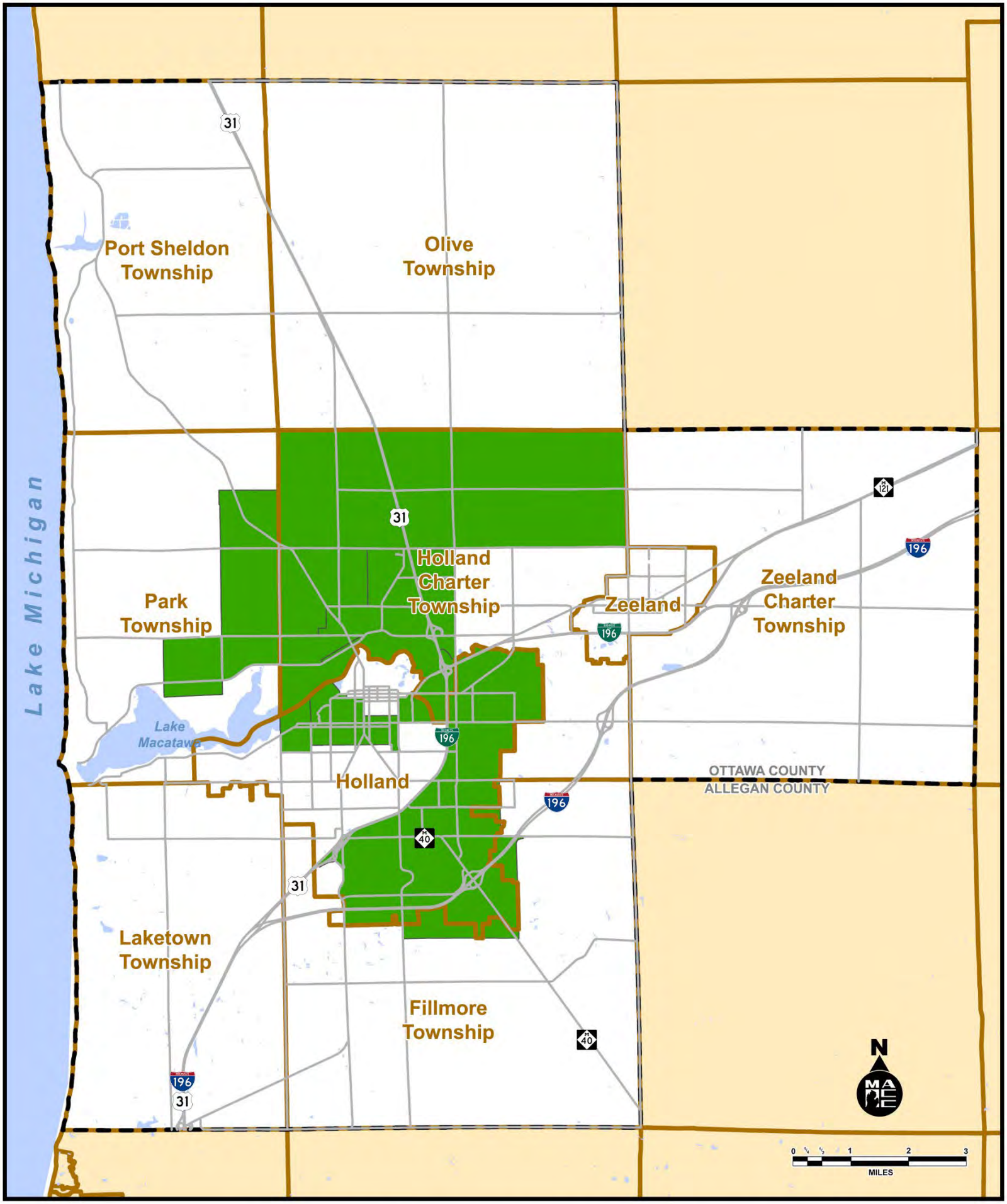
Aging Census Tracts

Areas That Exceed MACC Average of 19%



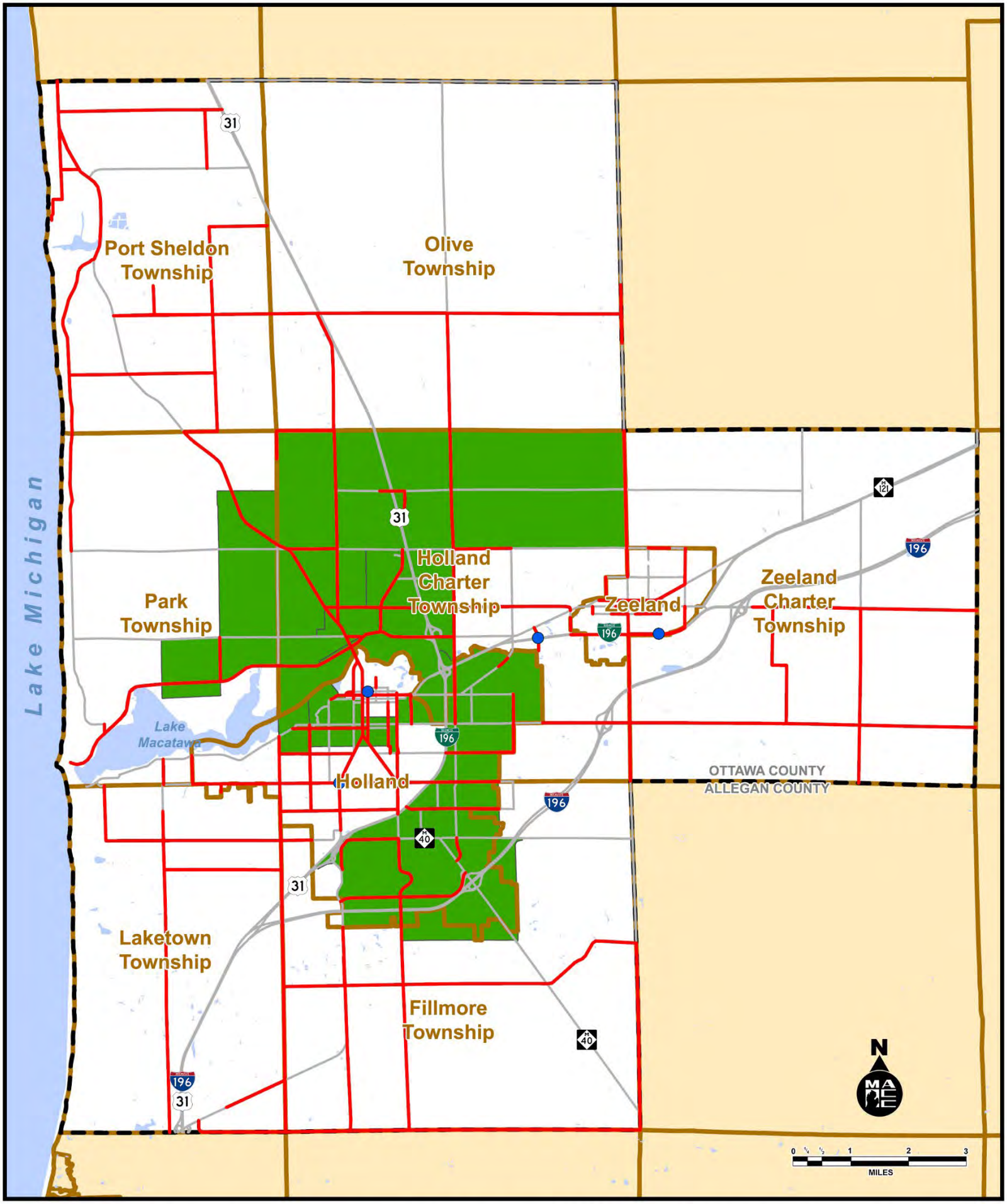
Aging Census Tracts With LRTP Projects

40.6% Of LRTP Projects



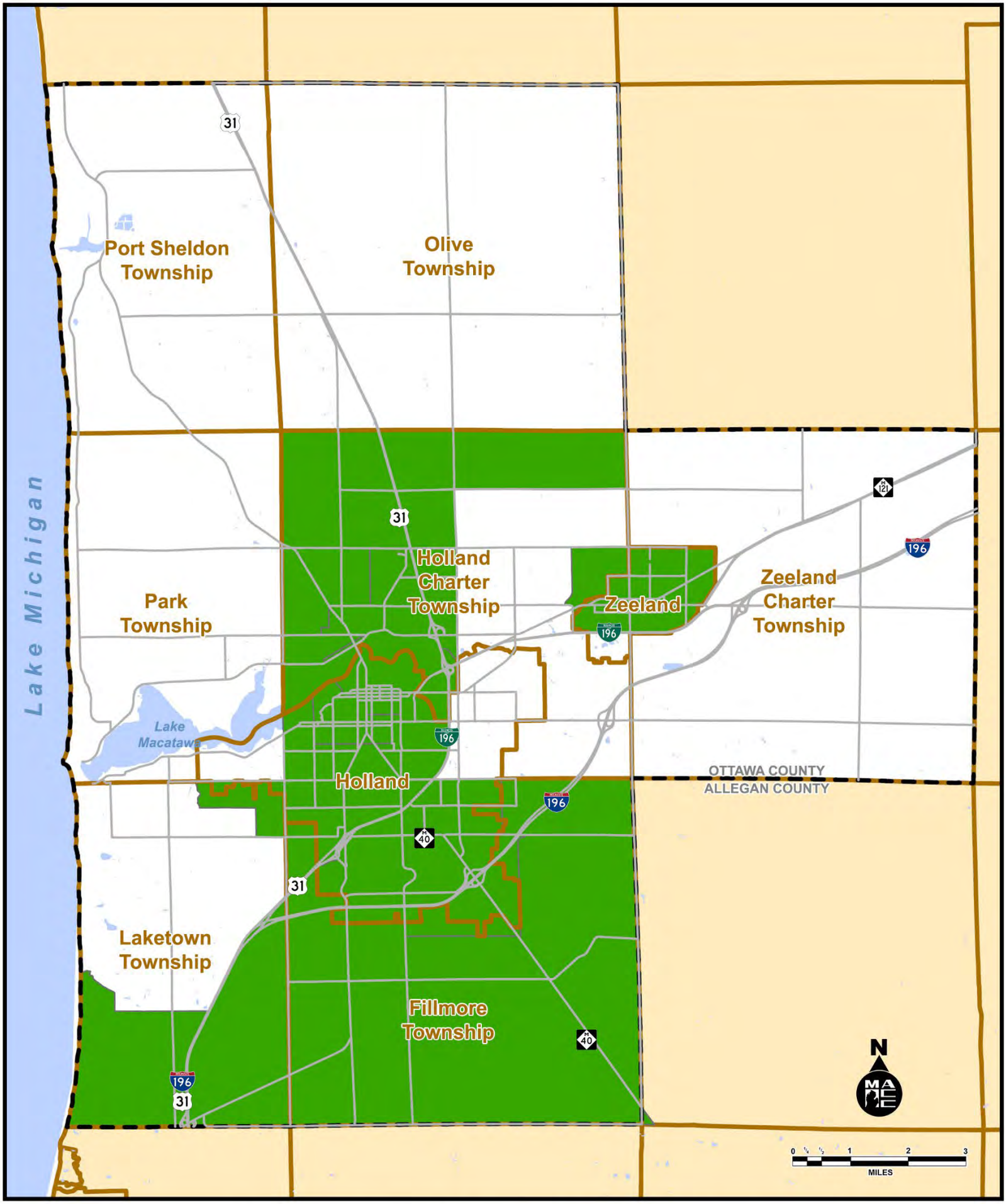
Minority Census Tracts

Areas That Exceed MACC Average of 31%



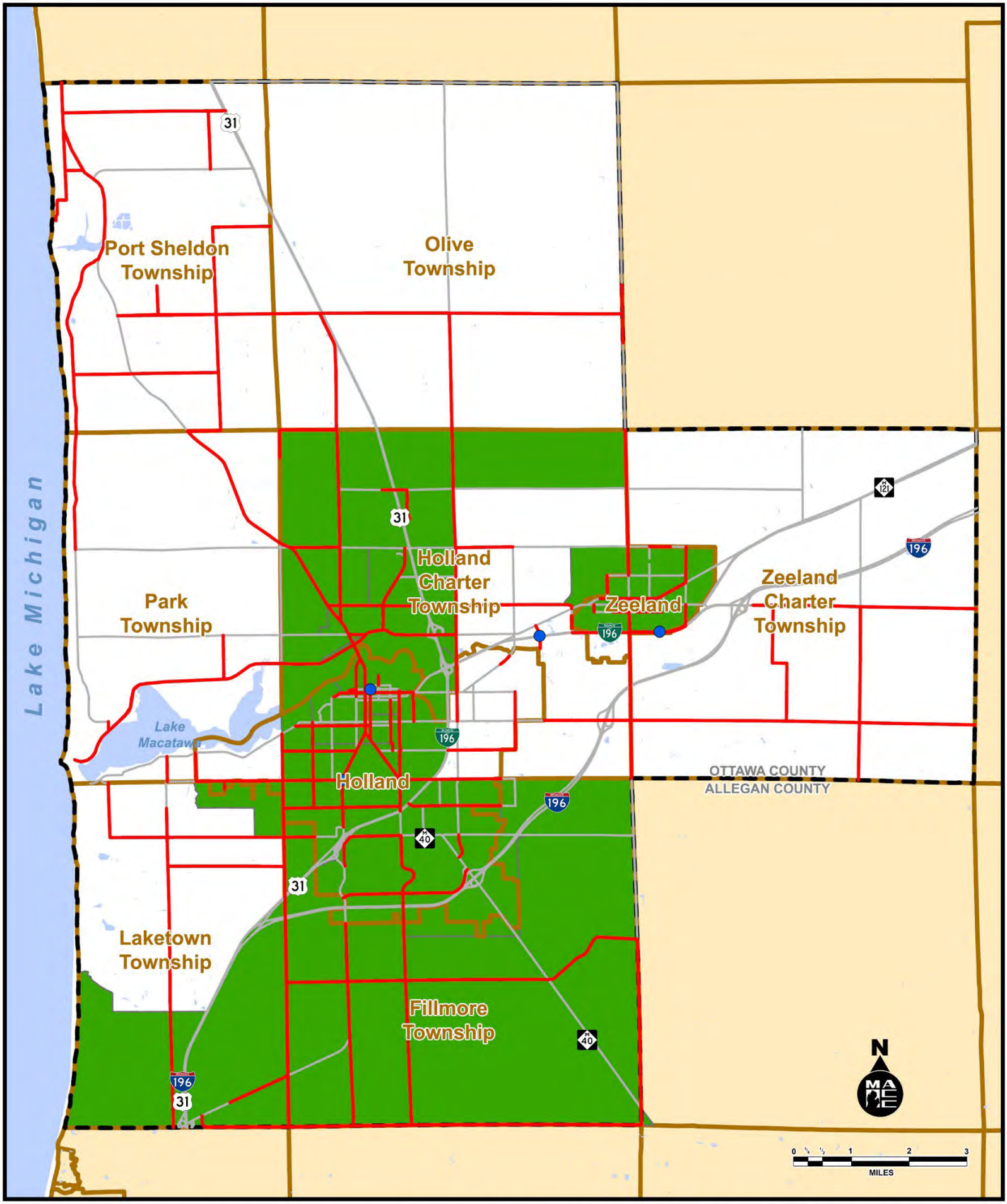
Minority Census Tracts With LRTP Projects

38.8% Of 2050 LRTP Projects



Poverty Census Tracts

Areas That Exceed MACC Average of 7%



Poverty Census Tracts With LRTP Projects

62.5% Of 2050 LRTP Projects

APPENDIX

H

Air Quality Analysis
Allegan County

2050 LRTP

Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

Resolution to Support the Findings of the 2015 and 1997 Ozone NAAQS Conformity Analysis for the 2050 Long-Range Transportation Plan and 2023-2026 Transportation Improvement Program for the Macatawa Area Coordinating Council

Resolution #24-05

WHEREAS, the United States Environmental Protection Agency designated part of Allegan County, as a Nonattainment Area for the 2015 ozone national ambient air quality standards (NAAQS) in Aug 2018; and

WHEREAS, the United States Environmental Protection Agency designated all of Allegan County, as a maintenance area in September 2010 for the 1997 ozone NAAQS; and

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone NAAQS will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 ozone NAAQS; and

WHEREAS, the 2015 Nonattainment Area is contained in the larger whole county 1997 maintenance area, the two areas hereafter will be referred to as the Allegan County Nonattainment Area; and

WHEREAS, the Macatawa Area Coordinating Council (MACC) is the designated Policy Board and Metropolitan Planning Organization for the urban area in Allegan County, Michigan; and

WHEREAS, the conformity of the MACC 2050 Long-Range Transportation Plan and 2023-2026 Transportation Improvement Program (TIP) in Allegan County will be pending support by the Federal Highway Administration after local action on the conformity analysis document by the MACC Policy Committee; and

WHEREAS, the MACC 2050 Long-Range Transportation Plan and 2020-2023 Transportation Improvement Program (TIP) in Allegan County were analyzed in accordance with 40 CFR 51 for air qualify conformity and the results of the conformity analysis conducted by the Michigan Department of Transportation demonstrates that the forecasted volatile organic compound (VOC) and nitrogen oxide (NOx) emissions for all analysis years are below the State Implementation Plan (SIP) budgets;

NOW THEREFORE BE IT RESOLVED, that the Policy Committee of MACC supports the results of the 2015 and 1997 ozone conformity analysis for the Allegan County Nonattainment Area for the MACC 2050 Long-Range Transportation Plan and 2023-2026 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the 2015 and 1997 Ozone Conformity Analysis for the Allegan County Nonattainment Area demonstrates conformity with the SIP for air quality as required by provisions of Title 40 CFR 51.390 and 93, and Title 23 CFR 450 and the South Coast II decision.

Thomas Bird — 2/26/24

Tom Bird, Chairperson
Macatawa Area Coordinating Council Policy Committee

Date

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
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WittlD@Michigan.gov
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1.0 Conformity

1.1 Introduction

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

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

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

1.2 Nonattainment and Maintenance Areas

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 Based on Use Type if Regular/Non-Commercial or Farm or Historical/Authentic. If Use Type Standard Gross Vehicle Weight (GVW) and Plate Type GVW and Owner Type Individual. Vehicles over 10,000 pounds are moved to source type 50.		
32 – Light Commercial Truck	Station Wagon (includes SUVs), Pickup, Van, Hearse, Ambulance 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. If Use Type Standard GVW and Plate Type commercial or fleet. If Use Type Standard GVW and Plate Type GVW and Owner Type Business or Lease. 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 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> 51 - Refuse Truck 52 - Single-Unit Short Haul 53 - Single-Unit Long Haul	Panel, Dump, Mixer, Stake, Wrecker, Utility Also: Station Wagon, Pickup, Van, or Hearse with weight over 10,000 pounds. Distribution of source type 51, 52, 53 determined by default distribution in MOVES3.		
54 – Motorhome	Motorhome		
<u>60 – Combination Trucks:</u> 61 - Combination Short Haul 62 - Combination Long Haul	Tank, Tractor 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	

APPENDIX

I

Air Quality Analysis
Ottawa County

2050 LRTP

Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

Resolution to Support the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Grand Rapids Orphan Maintenance Area for the 2050 Long-Range Transportation Plan and 2023-2026 Transportation Improvement Program for the Macatawa Area Coordinating Council

Resolution #24-04

WHEREAS, per the court decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone national ambient air quality standard (NAAQS) will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 and 2015 NAAQSs, referred as "orphan" areas; and

WHEREAS, in November 2018 the United States Environmental Protection Agency (EPA) promulgated guidance to assist in implementing the court decision in South Coast II, providing the requirements to demonstrate transportation conformity for areas that were "orphan" areas; and

WHEREAS, the EPA designated the Grand Rapids nonattainment area of Kent and Ottawa counties as a maintenance area for the 1997 ozone NAAQS in May 2007 and attainment in July 2012 for the stricter 2008 ozone NAAQS and in August 2018 for the 2015 ozone NAAQS; and

WHEREAS, the Grand Rapids maintenance area is deemed an "orphan" area, and the Macatawa Area Coordinating Council (MACC) is partially contained in the Grand Rapids orphan maintenance area; and

WHEREAS, the MACC is the designated Policy Board and Metropolitan Planning Organization for the Holland/Zeeland urban area; and

WHEREAS, the conformity of the MACC's 2050 Long-Range Transportation Plan including the 2023-2026 Transportation Improvement Program (TIP) in Ottawa County will be pending support by the Federal Highway Administration after local action on the conformity report by the MACC Policy Board; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Macatawa Ajea Coordinating Council supports the findings of the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Grand Rapids orphan maintenance area for the MACC 2050 Long-Range Transportation Plan and 2023-2026 Transportation Improvement Program in Ottawa County; and

BE IT FURTHER RESOLVED, that the Transportation Conformity Determination report for the 1997 Ozone NAAQS for the Grand Rapids orphan maintenance area demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS to conform to the State Implementation Plan as required by provisions of Title 40 CFR 51.390 and 93, and the South Coast II decision according to EPA's Transportation Conformity Guidance for the South Coast II Decision, and meets Title 23 CFR 450.

Thomas Bird — 2/26/24

Tom Bird, Chairperson
Macatawa Area Coordinating Council Policy Committee

Date

Final

Transportation Conformity Determination Report for the 1997 Ozone NAAQS

Grand Rapids Orphan Maintenance Area (Kent and Ottawa Counties)

Feb. 29, 2024

Prepared by:
Michigan Department of Transportation
Statewide and Urban Travel Analysis Section
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in cooperation with

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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 2050 Long-Range Transportation Plan (LRTP) and 2023-2026 Transportation Improvement Program (TIP). This report documents that the MACC 2050 LRTP, as well as the Grand Valley Metro Council (GVMC) 2045 Metropolitan Transportation Plan (MTP), West Michigan Metropolitan Transportation Planning Program (WestPlan) 2045 LRTP and all three associated 2023-2026 TIPs, as well as the rural projects in 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). The 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.

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 (NOx) 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 March 6, 2020, the EPA published a final rule effective April 6, 2020, that the Grand Rapids 1997 ozone maintenance area's second maintenance period will be a limited maintenance plan. Limited maintenance plan areas 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 2050 LRTP. This conformity report is to ensure that the part of the MACC in Ottawa County satisfies its obligation to the CAA. The 2045 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 2050 LRTP in Ottawa County,
- MACC 2023-2026 TIP in Ottawa County,
- GVMC 2045 MTP,
- GVMC 2023-2026 TIP,
- WestPlan 2045 LRTP in Ottawa County,
- WestPlan 2023-2026 TIP in Ottawa County, and
- Rural 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.

Conformity for the Grand Rapids maintenance area was conducted on the 2023-2026 TIPs and associated LTRPs receiving a letter supporting the conformity findings from FHWA/FTA on Sep. 30, 2022.

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 EPA[1] 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 2050 LRTP and 2023-2026 TIP contained in Ottawa County, and the existing GVMC and WestPlan 2045 LTRPs and 2023-2026 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 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).

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision," EPA-420-B-18-050, available at https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100VQME.pdf.
[2] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf.

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 2050 LRTP, WestPlan 2045 LRTP, GVMC 2045 MTP, all three 2023-2026 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 Oct. 26, 2023, and relevant interagency consultation correspondence related to this conformity is in Appendix A. Interagency consultation was conducted consistent with Michigan's conformity SIP.

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

A formal public comment period for this draft conformity report was held Jan. 4 – Feb. 26, 2024, 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. 26, 2024.

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 2023-2026 TIPs are fiscally constrained, as demonstrated in:

- MACC 2050 LRTP, Chapter 11 Financial Resources Analysis,
- MACC 2023-2026 TIP, Financial Plan,
- GVMC 2045 MTP, Chapter 19 Plan Evaluation and Analysis,
- GVMC 2023-2026 TIP, Financial Plan,
- WestPlan 2045 LRTP, Chapter 13 Financial Resources Analysis,
- WestPlan 2023-2026 TIP, Financial Analysis, and
- 2023-2026 Rural STIP, for Ottawa County.

6.0 CONCLUSION

The conformity determination process completed for the MACC 2050 LRTP, GVMC 2045 MTP, WestPlan 2045 LRTP, all three 2023-2026 TIPs, and the 2023-2026 Rural 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

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, 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 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 email 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 email requesting concurrence is on the following page. 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 were received.

Appendix C: Projects Evaluated for Conformity

Attached are the projects evaluated for the MACC at the Oct. 25 and Dec. 5, 2023, 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.

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	

MACC 2050 LRTP Project List

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	

MACC 2050 LRTP Project List

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	

APPENDIX

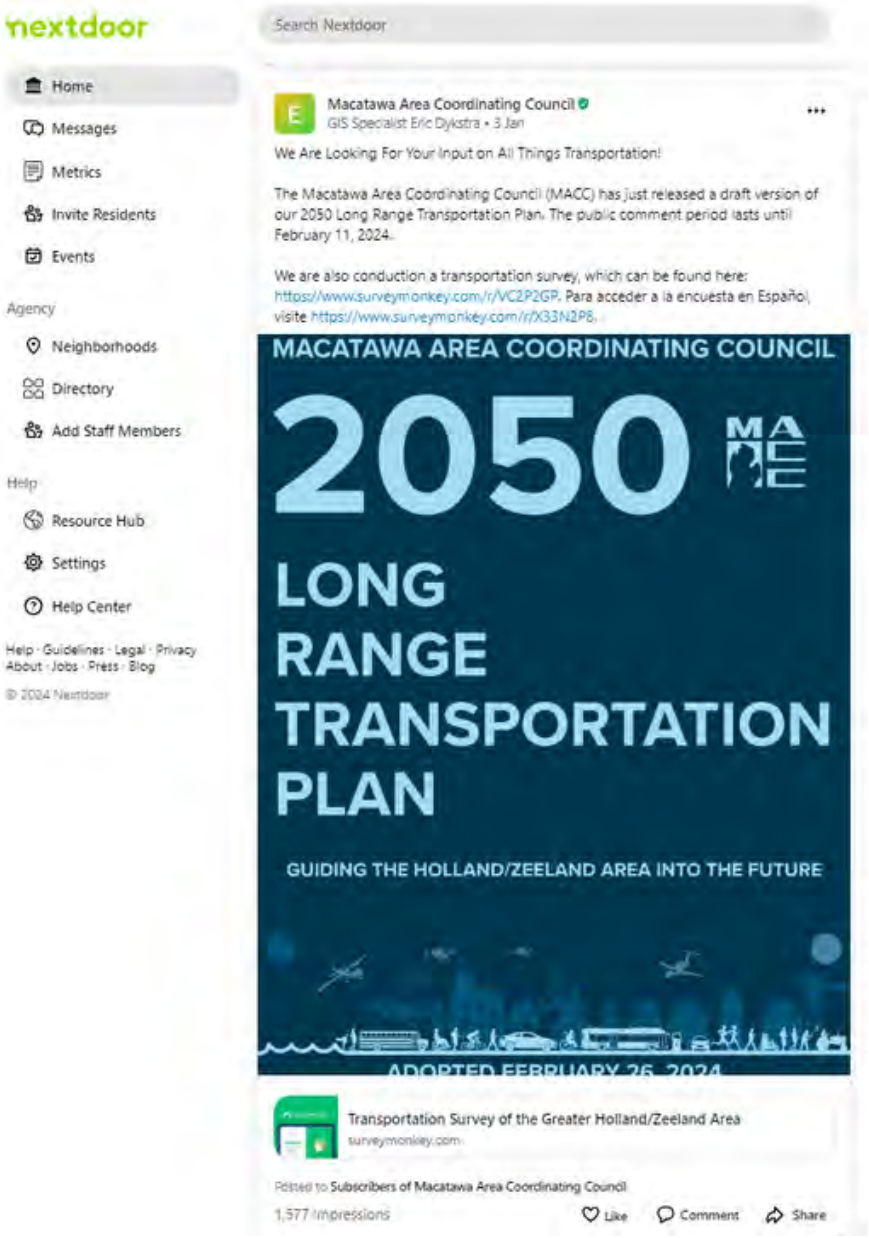
J

LRTP Survey Outreach

2050 LRTP

SURVEY OUTREACH

SURVEY OUTREACH



SURVEY OUTREACH

Transportation Survey

In conjunction with the release of our draft 2050 Long Range Transportation Plan, the MACC is seeking area residents and stakeholders to take our Transportation Survey of the Greater Holland/Zeeland Area. This survey will guide our transportation planning efforts going forward, as well as provide critical insight and comparison to the 2045 LRTP. To take the survey in English, please click **here**. *Para realizar la encuesta en Español, haga clic* ***aquí***.

SURVEY OUTREACH

Eric Dykstra

From: Eric Dykstra
Sent: Thursday, December 28, 2023 1:05 PM
Subject: MACC 2050 Long Range Transportation Plan, Transportation Survey, and Open House Information
Attachments: 2050 LRTP Draft_COMBINED_COMPRESSED.pdf; 2050 LRTP Info Sheets.pdf; Open House Save the Date.jpg

Hello,

Attached is the Macatawa Area Coordinating Council's (MACC) ***DRAFT*** 2050 Long-Range Transportation Plan. We are the federally-designated metropolitan planning organization (MPO) for the Holland/Zeeland area. As a valued stakeholder of the greater Holland/Zeeland area, we are emailing you to receive feedback and/or comments in regards to our 2050 Long-Range Transportation Plan. The Long-Range Transportation Plan is the statement of the ways the region plans to invest in the transportation system. The plan includes strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. This plan looks out to the year 2050. For more information, please visit the MACC website at: https://www.the-macc.org/. In addition, attached are three info sheets which provide a background for the LRTP, a map, and a letter from the MACC.

You are also invited to take our Transportation Survey of the Greater Holland/Zeeland Area. To access the survey in English, please visit https://www.surveymonkey.com/r/VC2P2GP. ***Para acceder a la encuesta en Español, visite*** https://www.surveymonkey.com/r/X33N2P8.

Please note that all comments/feedback must be received by **February 11, 2024**.

Lastly, we encourage you to attend our **2050 Long-Range Transportation Plan Open House**, which is scheduled for **Wednesday January 17, 2024** at the MACC Office, which is located at 301 Douglas Avenue, Holland, MI 49424. The open house will take place between **12:00 p.m. and 2:00 p.m., as well as 4:00 p.m. to 6:00 p.m.** Light refreshments will be provided.

Please email any comments to Alec Miller (amiller@the-macc.org) , or myself (edykstra@the-macc.org).

Thank you, and have a Happy New Year,

Eric J. Dykstra | GIS Specialist
(616) 395-2688 (MACC) | (616) 516-7503 (Cell)
301 Douglas Ave | Holland, MI 49424
edykstra@the-macc.org | www.the-macc.org
Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

APPENDIX

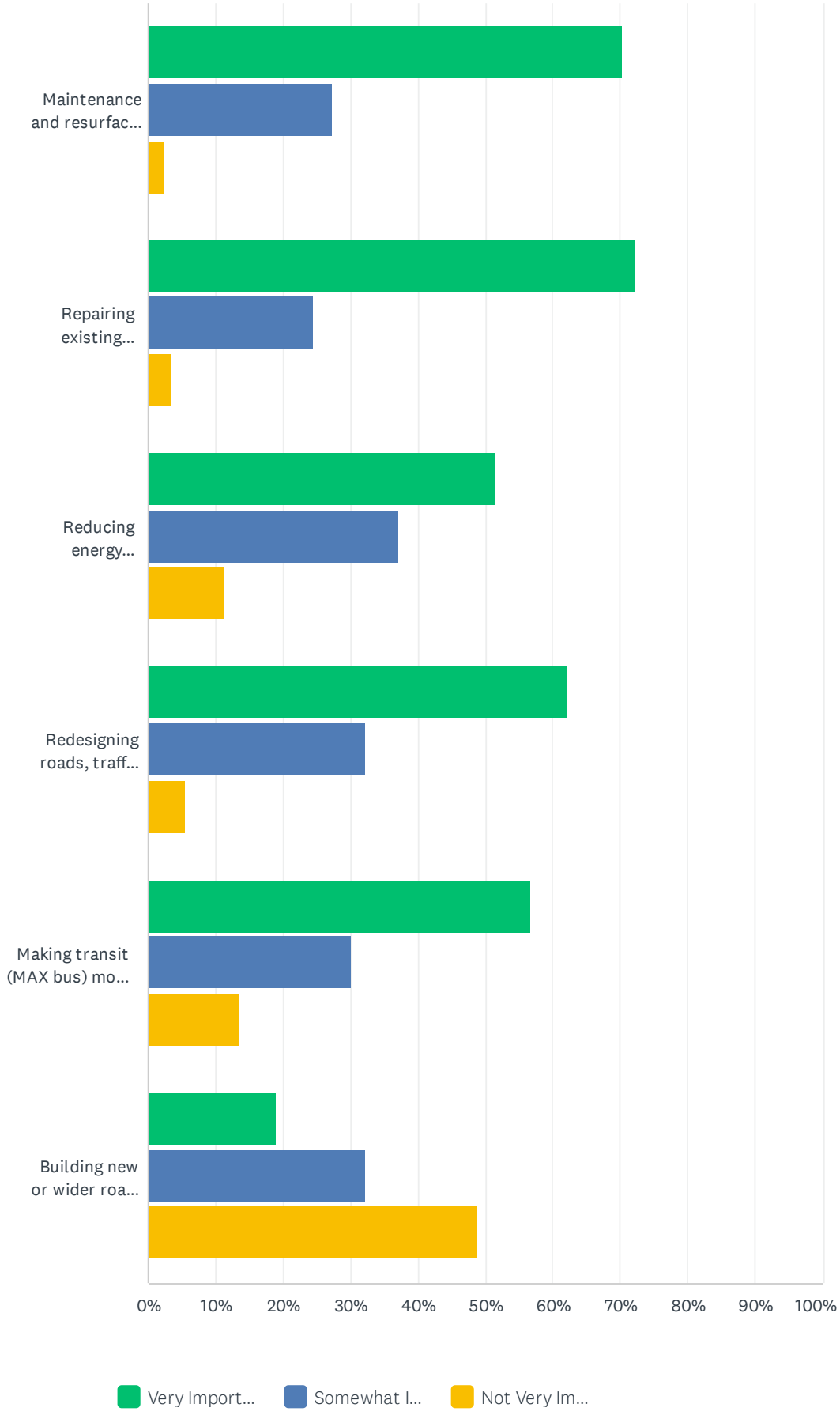
K

LRTP Survey Results

2050 LRTP

Q1 Please RATE the importance of each item by choosing whether it is very important, somewhat important, or not very important.

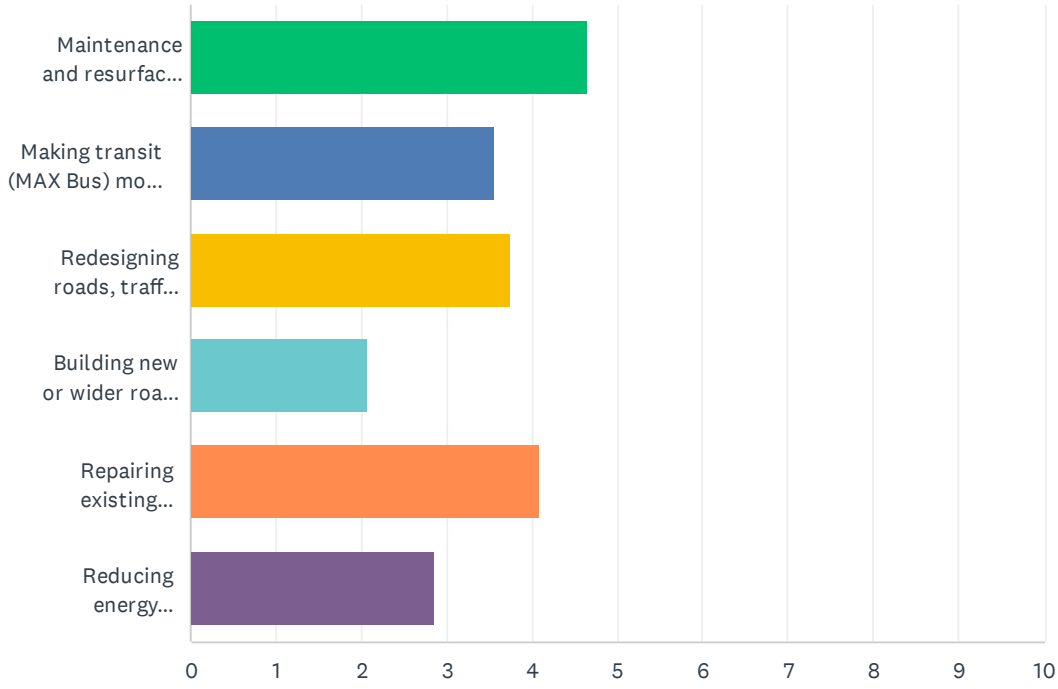
Answered: 90 Skipped: 0


Maintenance and resurfac...
Repairing existing...
Reducing energy...
Redesigning roads, traff...
Making transit (MAX bus) mo...
Building new or wider roa...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Very Import...
Somewhat I...
Not Very Im...

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT VERY IMPORTANT	TOTAL
Maintenance and resurfacing of existing roads.	70.45% 62	27.27% 24	2.27% 2	88
Repairing existing non-motorized facilities (i.e. sidewalks, shared use paths, bike lanes, etc.) and develop new paths and on-street routes which eliminate gaps in the system.	72.22% 65	24.44% 22	3.33% 3	90
Reducing energy consumption and air pollution from motor vehicles.	51.69% 46	37.08% 33	11.24% 10	89
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes.	62.22% 56	32.22% 29	5.56% 5	90
Making transit (MAX bus) more convenient to use.	56.67% 51	30.00% 27	13.33% 12	90
Building new or wider roads to reduce traffic congestion.	18.89% 17	32.22% 29	48.89% 44	90

Q2 Please RANK the following items from 1-6 with "1" being the most important item to you, "2" being the second most important, "3" being the third most important, etc.

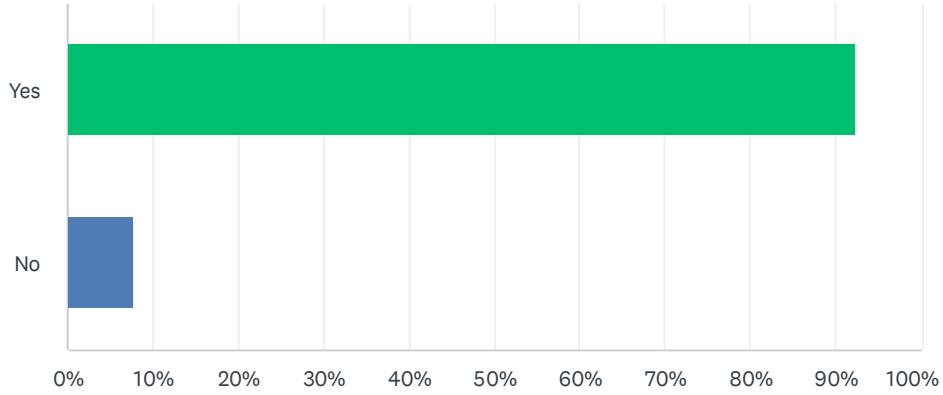
Answered: 88 Skipped: 2



	1	2	3	4	5	6	TOTAL	SCORE
Maintenance and resurfacing of existing roads.	36.36% 32	23.86% 21	17.05% 15	13.64% 12	9.09% 8	0.00% 0	88	4.65
Making transit (MAX Bus) more convenient to use.	17.05% 15	15.91% 14	17.05% 15	18.18% 16	20.45% 18	11.36% 10	88	3.57
Redesigning roads, traffic signs and signals to improve traffic safety and reduce crashes.	11.36% 10	19.32% 17	25.00% 22	23.86% 21	19.32% 17	1.14% 1	88	3.76
Building new or wider roads to reduce traffic congestion.	2.27% 2	6.82% 6	11.36% 10	7.95% 7	18.18% 16	53.41% 47	88	2.07
Repairing existing non-motorized facilities (i.e. sidewalks, shared use paths, bike lanes, etc.) and develop new paths and on-street routes which eliminate gaps in the system.	20.45% 18	23.86% 21	18.18% 16	22.73% 20	11.36% 10	3.41% 3	88	4.09
Reducing energy consumption and air pollution from motor vehicles.	12.50% 11	10.23% 9	11.36% 10	13.64% 12	21.59% 19	30.68% 27	88	2.86

Q3 Do you own a vehicle?

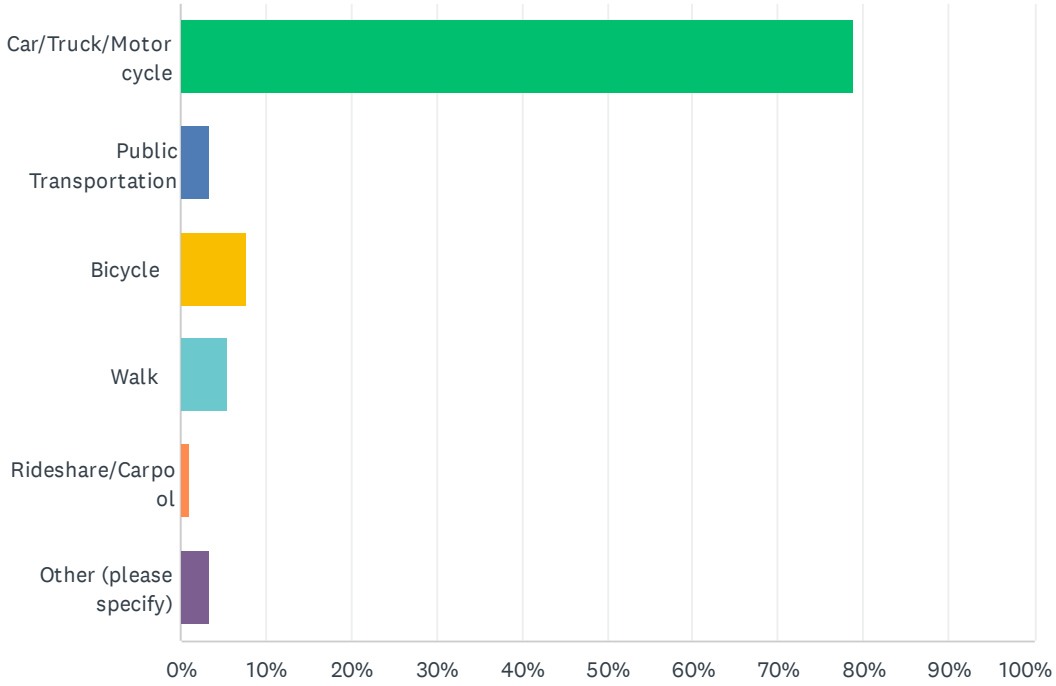
Answered: 90 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	92.22%	83
No	7.78%	7
TOTAL		90

Q4 How do you travel most often? (select only one)

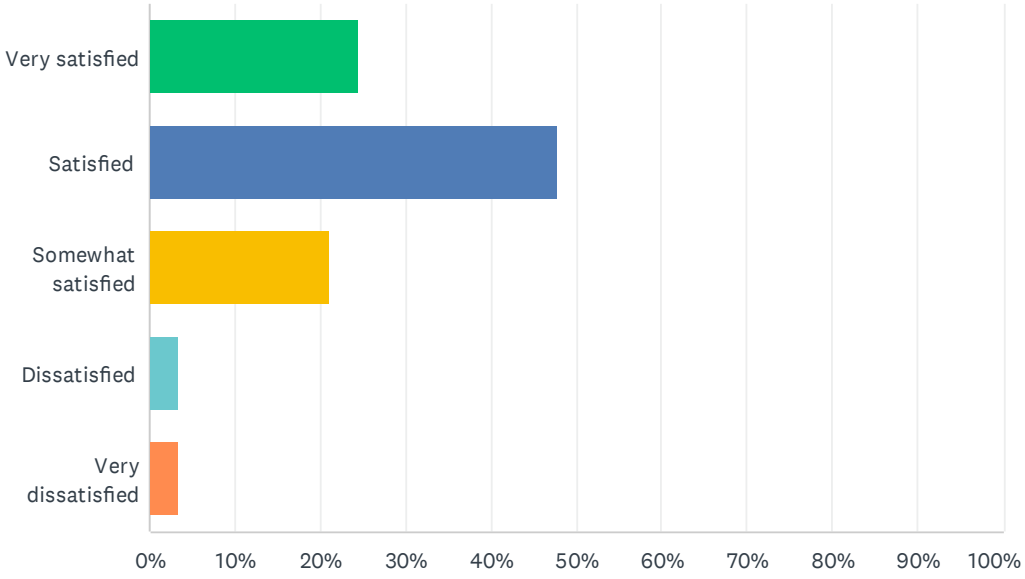
Answered: 90 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car/Truck/Motorcycle	78.89%	71
Public Transportation	3.33%	3
Bicycle	7.78%	7
Walk	5.56%	5
Rideshare/Carpool	1.11%	1
Other (please specify)	3.33%	3
TOTAL		90

Q5 On most days, how satisfied are you with ease of travel?

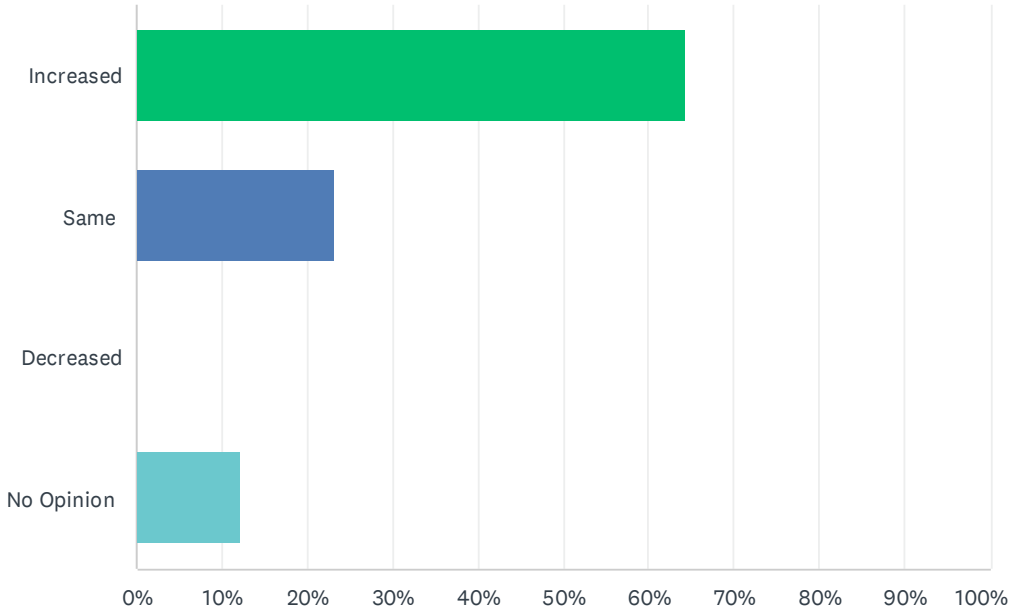
Answered: 90 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very satisfied	24.44%	22
Satisfied	47.78%	43
Somewhat satisfied	21.11%	19
Dissatisfied	3.33%	3
Very dissatisfied	3.33%	3
TOTAL		90

Q6 Compared to 5 years ago, how has the amount of traffic changed? (select only one)

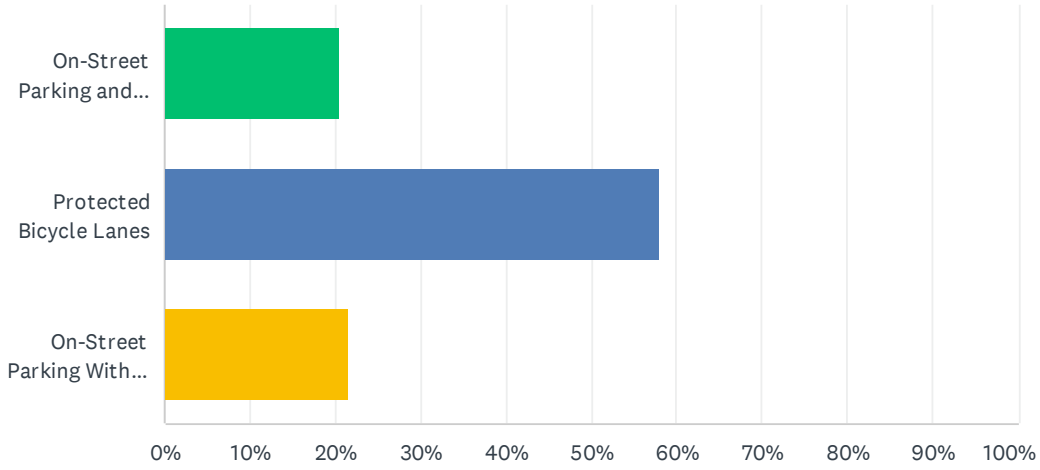
Answered: 90 Skipped: 0



ANSWER CHOICES	RESPONSES	
Increased	64.44%	58
Same	23.33%	21
Decreased	0.00%	0
No Opinion	12.22%	11
TOTAL		90

Q7 Looking at the different street cross sections for a one-way road, which do you prefer?

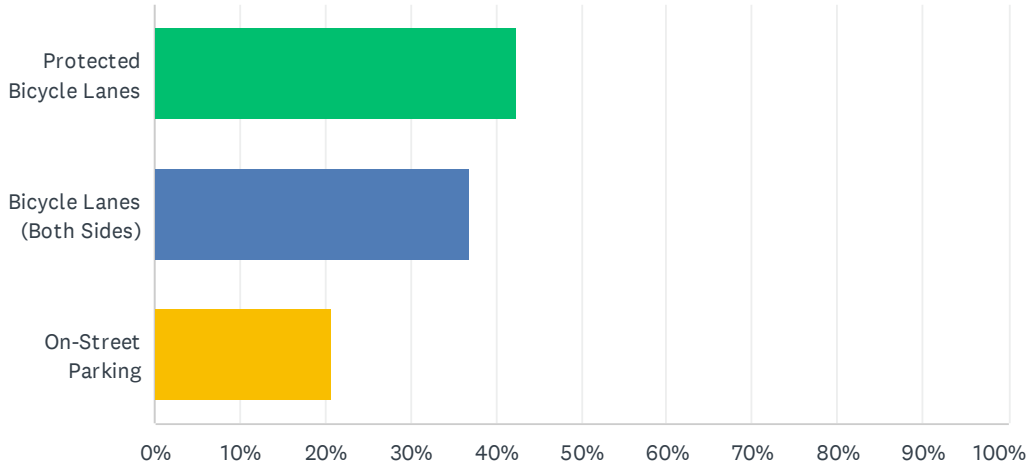
Answered: 88 Skipped: 2



ANSWER CHOICES	RESPONSES	
On-Street Parking and Bicycle Sharrow	20.45%	18
Protected Bicycle Lanes	57.95%	51
On-Street Parking With Wider Sidewalks	21.59%	19
TOTAL		88

Q8 Looking at the different street cross sections for a two-way road, which do you prefer?

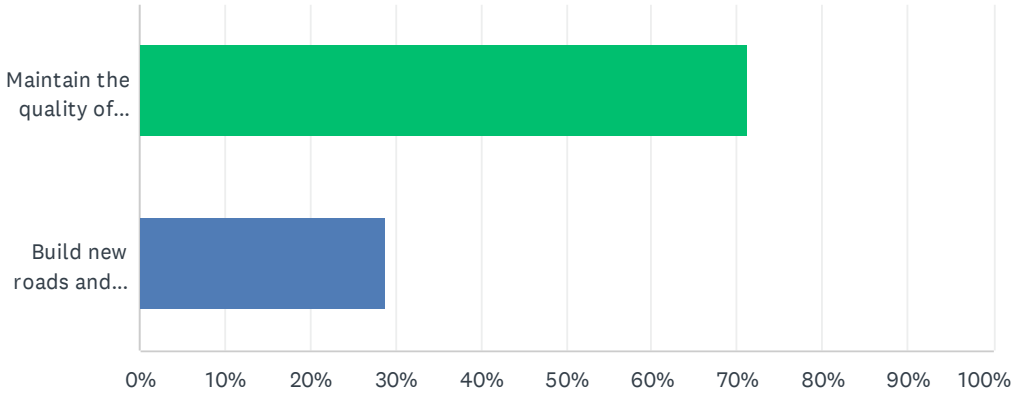
Answered: 87 Skipped: 3



ANSWER CHOICES	RESPONSES	
Protected Bicycle Lanes	42.53%	37
Bicycle Lanes (Both Sides)	36.78%	32
On-Street Parking	20.69%	18
TOTAL		87

Q9 Please choose between each of the following statements. Check the statement which best reflects your position on the following subjects:

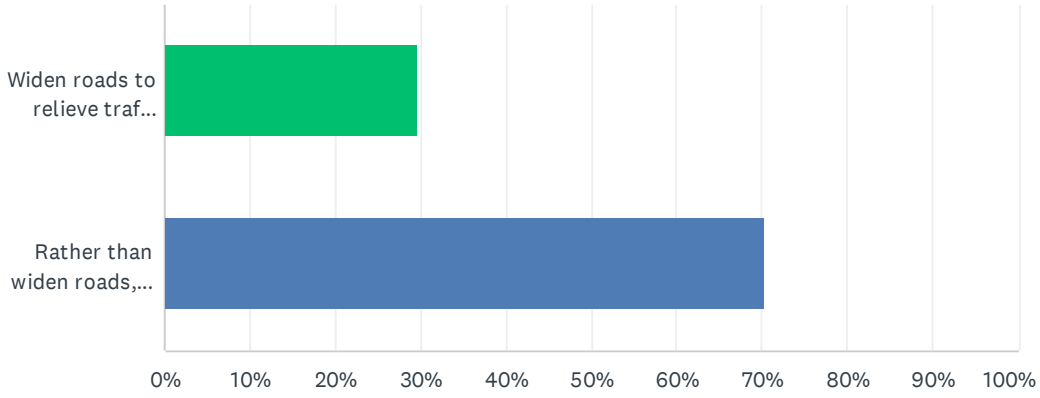
Answered: 90 Skipped: 0



ANSWER CHOICES	RESPONSES	
Maintain the quality of roadway and transit (bus) services in already developed areas OR	71.11%	64
Build new roads and expand transit (bus) service in outlying/less developed areas	28.89%	26
TOTAL		90

Q10 Check the statement which best reflects your position on the following subjects:

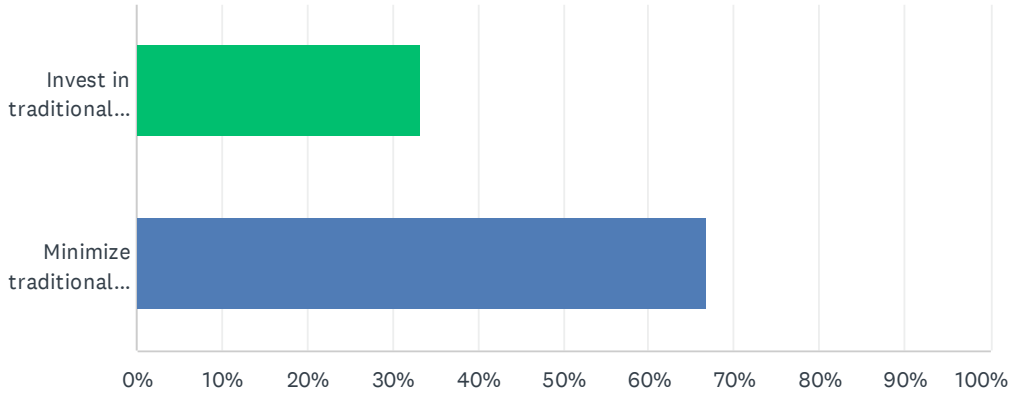
Answered: 88 Skipped: 2



ANSWER CHOICES	RESPONSES	
Widen roads to relieve traffic congestion OR	29.55%	26
Rather than widen roads, encourage car pooling/bus service/cycling to relieve congestion	70.45%	62
TOTAL		88

Q11 Check the statement which best reflects your position on the following subjects:

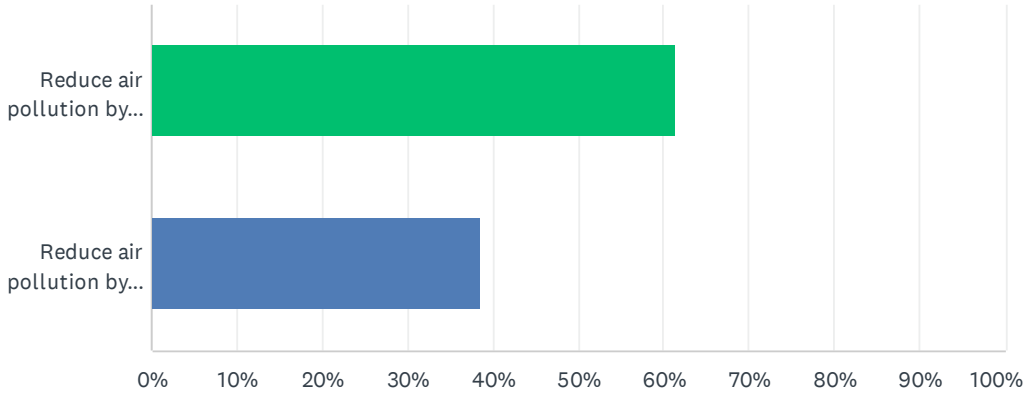
Answered: 87 Skipped: 3



ANSWER CHOICES	RESPONSES	
Invest in traditional road improvements such as widening roadways, adding turn lanes, and traffic lights OR	33.33%	29
Minimize traditional road improvements and encourage investing in high technology road improvements such as computerized traffic signal systems	66.67%	58
TOTAL		87

Q12 Check the statement which best reflects your position on the following subjects:

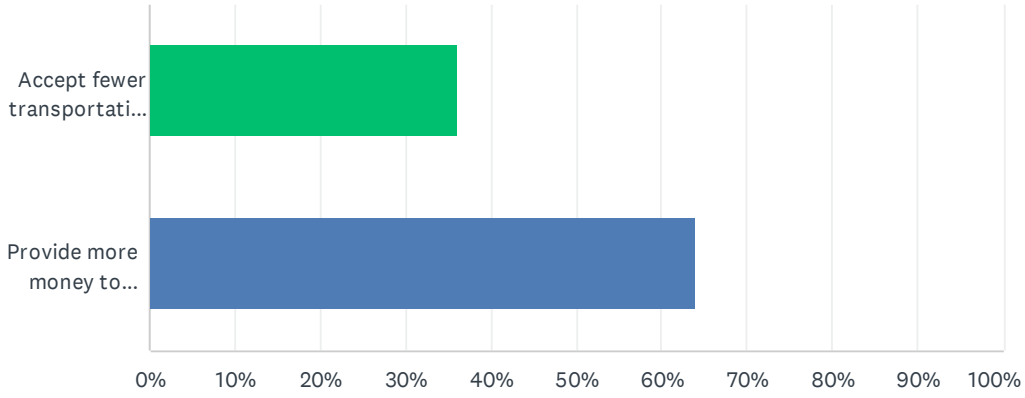
Answered: 88 Skipped: 2



ANSWER CHOICES	RESPONSES	
Reduce air pollution by limiting travel, driving less, increasing the use of transit and carpools OR	61.36%	54
Reduce air pollution by testing automobiles in alternate years and making needed repairs	38.64%	34
TOTAL		88

Q13 Check the statement which best reflects your position on the following subjects:

Answered: 89 Skipped: 1



ANSWER CHOICES	RESPONSES	
Accept fewer transportation improvements in the Holland/Zeeland area as a result of limited dollars OR	35.96%	32
Provide more money to improve the transportation system through increased user fees or taxes	64.04%	57
TOTAL		89

Q14 Comments About US-31

Answered: 57 Skipped: 33

#	RESPONSES	DATE
1	Make U-turn lanes for US-31 / 32nd st intersection, OR make bridge or interchange to ease traffic congestion and improve saftey. the 3 lane upgrade on the north side greatly improved traffic congestion. It could be extended down to the 32nd st intersection	1/29/2024 4:41 PM
2	invest in technology to sense vehicles at intersection for changing signals to avoid setting idle when zero vehicles are present (late night) or to improve efficiencies of flow during day when traffic is heavy.	1/24/2024 2:08 AM
3	Would like to see improved appearance and strong effort to reduce bike and pedestrian injuries/fatalities along this corridor	1/23/2024 5:26 PM
4	People running lights	1/18/2024 9:41 PM
5	Enforce speed limits,	1/18/2024 1:58 PM
6	US-31 was reconstructed which helped pedestrian crossings but medians need landscaping & lighting where people cross	1/17/2024 8:05 PM
7	Great and the 3-lanes makes it easier to get through. I would however increase the speed limit going north past Quincy street. No one follows the 55mph currently which does make sense with the rural surroundings. Would need to increase the length of certain U-Turn points though.	1/17/2024 11:22 AM
8	VEHICLES MAKE RIGHT HAND TURNS WITHOUT LOOKING FOR WALKERS.	1/16/2024 7:37 PM
9	Much easier to travel through with the recent improvements/ additional lanes	1/16/2024 5:43 PM
10	no comment	1/16/2024 2:30 PM
11	Recent sidewalk improvements at 16th and 8th are positive. The traffic signals are frequently out of sync - for example northbound traffic hits intermittent reds from 32nd to 8th streets. These should/can be timed and coordinated.	1/16/2024 1:19 PM
12	That road is hellish with those idiotic Michigan turns.	1/16/2024 12:40 PM
13	There are no bicycle or pedestrian safe crossings.	1/16/2024 12:28 PM
14	Times traffic signals would be nice	1/16/2024 12:23 PM
15	Many out-of-town visitors do not understand the "Michigan Left" resulting in hazards to all US-31 users	1/16/2024 12:08 PM
16	The corner of US-31 and 32nd street is awful. As a car, turning left from 32nd onto the NB US-31 feels like a race. Oncoming traffic runs the light often delaying cars going on the green arrow. As a pedestrian, it almost needs a pedestrian bridge or something.	1/16/2024 12:02 PM
17	Redlight running is rampant on 31. I appreciate the crosswalk signs that count down. It gives me an easy visual, from a distance, to know if I am going to make the light and can adjust my speed accordingly.	1/16/2024 11:59 AM
18	US-31 presents an impenetrable and/or a deadly barrier to pedestrian, bike and handicap transportation.	1/16/2024 11:53 AM
19	We have to issues with US-31 as it currently exists. The right turn lanes could be extended for stacking at 32nd though.	1/16/2024 10:36 AM
20	Not safe to cross on foot/bike/trike	1/15/2024 7:19 PM
21	Needs protected bike lanes/sidewalk. Bus route expansion from Max	1/15/2024 12:23 PM
22	Built for cars and trucks, not other forms of transportation including walkers. Would like to see side street developed to relieve US 31 congestion. Another route across Chicago Drive would	1/15/2024 11:35 AM

	be helpful	
23	It is a racetrack when it becomes three lanes.	1/15/2024 11:13 AM
24	I avoid it if at all possible.	1/12/2024 11:17 PM
25	Increase speed limit outside of city limits	1/12/2024 10:53 AM
26	nothing to add	1/11/2024 6:48 PM
27	We appreciate the Michigan turns and blocking some cross streets to eliminate number of traffic light north of Holland	1/7/2024 7:26 PM
28	Wonderful just north of Holland, but in the city and south could use signal and surface improvements.	1/7/2024 12:04 PM
29	Good route	1/6/2024 6:11 PM
30	N/A (I do not drive)	1/6/2024 3:43 PM
31	Too difficult/dangerous for cyclists & pedestrians to cross east-west.	1/6/2024 3:35 PM
32	Needs safer bike pedestrian crossing	1/6/2024 2:08 PM
33	It's fine. Gets backed up sometimes, but that's to be expected. Widening will only make the problem better temporarily. Biking or walking across it is AWFUL though. I wish there were some way that could be made safer. No right turn on red and moving the traffic light out of the center of the intersection and in line with the pedestrian crossing could help	1/6/2024 1:55 PM
34	Need to keep working to improve safety. Holland township area is really bad, especially the service roads to meijer's and aldi, etc	1/6/2024 12:18 PM
35	US-31 is a vital thoroughfare through Holland. It's a great way to get from one side of town to the other. The additional lanes added a few years ago have helped to relieve congestion on the north side. Would love to see aesthetic improvements along the entire route.	1/6/2024 11:53 AM
36	none	1/6/2024 10:46 AM
37	Ideally it should be a limited access all the way through Grand Haven.	1/6/2024 9:34 AM
38	It should be a limited access freeway. Go up and over Holland and Grand Haven with through traffic and leave the existing road system below for local traffic. (I know, I know. But we put men in the moon, for Pete’s sake.! This isn’t that hard.) Also, the Michigan u-turn things probably work on a low traffic road, but they are treacherous with existing levels of traffic.	1/5/2024 9:26 PM
39	Crossings in the city (at Central, M40, 32nd, 24th, 16th and 8th Streets need to be safer for pedestrians, wheelchair users, and bicyclists).	1/5/2024 4:17 PM
40	The tight space and lack of indirect lefts between 24th St and Central feels less than ideal. I worry about someone hitting a bus or stopping truck at the RR crossing between 32nd and 24th. Continued exploration of a bypass route for potential long-term traffic growth should be considered.	1/5/2024 3:54 PM
41	Time the lights better. Stop the traffic at the Michigan left between 16th and 8th street to allow right turns from 8th St onto US 31. Thereby allowing left turns either the green light on Southbound US 31.	1/4/2024 9:28 PM
42	What a mess. The access roads are terrible and not well planned. None of the lights seem to be synchronized. I appreciate the 3rd lane that was added on the North side of Holland. Would love to see some improvements on the South side.	1/4/2024 6:59 PM
43	intersections are dangerous for bicycles and pedestrians	1/4/2024 1:51 PM
44	Getting very congested	1/3/2024 8:27 PM
45	provide pedestrian crossings	1/3/2024 1:08 PM
46	While busy, lights are well-timed and road capacity is sufficient	12/31/2023 7:42 PM
47	Rumble strips on US-31 at each major intersection on the north side of Holland. Too May accidents. Maybe reduce the speed to 45 or 50 mph one the north side through New Holland Street. The cross street green lights need to be longer (15 second even) to eliminate back ups	12/31/2023 3:05 AM

	and people driving through red lights (sometimes it takes waiting through 3-4 lights to get over US-31).	
48	Good	12/29/2023 10:38 AM
49	Dangerous. What can we do to make it safer? Maybe build a bypass to reduce through traffic (like Semis)	12/29/2023 10:01 AM
50	The additional lanes added a few years ago have dramatically helped the traffic in that area.	12/29/2023 9:30 AM
51	Stop widening it.	12/29/2023 9:07 AM
52	Beautification at intersections would improve this corridor	12/29/2023 6:20 AM
53	US-31 has become too busy. It is not adequate to handle both local traffic and the through traffic going through the Holland area.	12/28/2023 4:08 PM
54	Need a third lane from James to at least 32nd. N/S bound lights need to be timed better so people are not running red lights going 60+MPH. Speed limit needs to be enforced. Felch and Riley need a solution with West Shore Drive as the lights are too short and traffic will back up into 31 in the afternoon. James and North Park Dr is the same and backs up into 31	12/28/2023 3:42 PM
55	Could use bridge or safe crossing for bicycle / walkers across us-31 at 16th street, Chicago Drive, James Street, & Riley	12/28/2023 3:13 PM
56	N/A	12/28/2023 1:46 PM
57	The lights need to be timed better south of 32nd Street.	11/30/2023 8:32 AM

Q15 Comments About 16th Street/Adams Street

Answered: 49 Skipped: 41

#	RESPONSES	DATE
1	East of US 31, make center turn lanes curbed to clarify what direction the turn lanes are used for, especially close to Meijer	1/29/2024 4:41 PM
2	Good street width in town; crossing at US-31 is a little dicey when not traveling by car. Would like to see bike-ped crossing improvements, functions as urban moat dividing neighborhoods. Would also like to see elimination of push-buttons for pedestrian crossings at signalized intersections. A surprising number of people don't understand how they work and they don't work at all if you're on a bike in the travel lane.	1/23/2024 5:26 PM
3	People who run lights	1/18/2024 9:41 PM
4	Enforce speed limits, alternative routes	1/18/2024 1:58 PM
5	Great until you are past US-31 going West. Although there are turning lanes at certain points, it can get congested especially during Tulip Time!	1/17/2024 11:22 AM
6	WALKERS BE PREPARED TO JUMP OUT OF THE WAY	1/16/2024 7:37 PM
7	no comment	1/16/2024 2:30 PM
8	Already considerably congested at 31. Westbound 16th backs up past Waverly at times, due to short light at 31. Need to continue 16th Street as two lanes westbound on West side of US 31.	1/16/2024 1:19 PM
9	Improve bike lanes there.	1/16/2024 12:40 PM
10	Very busy. Not the friendliest for bicyclist.	1/16/2024 12:28 PM
11	Love the non- motorized trail!	1/16/2024 12:23 PM
12	This area is becoming increasingly trafficked with the intersection of 16th and Waverly being the most hazardous.	1/16/2024 12:08 PM
13	As a pedestrian, it makes me very uncomfortable to walk by so many homeless people sitting out this corner begging. The sidewalks on that stretch are not good and need repair .	1/16/2024 12:02 PM
14	The area around the truck stop is getting difficult to navigate well. So many lights (which are needed) but the timing is often difficult to get through - which makes people drive aggressively so that they will make it. Throw in the traffic entering from 104th (which has tricky visibility) and that whole area becomes an area to avoid.	1/16/2024 11:59 AM
15	Protected bike lane needed.	1/16/2024 11:53 AM
16	Improve right turn lane and left turn lane stacking were practical.	1/16/2024 10:36 AM
17	Need a speed limit from Adams St Landing area intersection with 120th Ave to the 16th St Meijer shopping center. That area/community has terrible noise pollution because of the lack of speed limit (120th Ave up to Shoreline Flats apartment community) and likely expansion of road to two lanes to accommodate for increased traffic. The stretch between Shoreline Flats and Meijer has drivers commuting at high speeds and with small turn lanes, is dangerous. A speed limit of 40 mph needs to be adopted throughout. Also, the turn lane at 120th Ave and Adams St is too short and could use a technology upgrade to increase efficiency. Bus route expansion from Max out to the Miller Knoll area	1/15/2024 12:23 PM
18	An intersection I avoid at all costs is 16th and US 31. Too many driveway for businesses right there. PLEASE improve the crosswalks for visibility and adherence to allow pedestrians to cross. Minimize driveways and maximize ‘Michigan turns’ especially by Meijer.	1/15/2024 11:35 AM
19	Generally safe and user friendly	1/15/2024 11:13 AM

20	The stretch from US-31 to River Avenue should have some upgrades.	1/12/2024 11:17 PM
21	Work with public transit, municipalities, MDOT/OCRC to provide areas for bus stops and amenities	1/12/2024 10:53 AM
22	Speeding seems to be problem. Perhaps more enforcement.	1/11/2024 6:48 PM
23	Improvements are appreciated although I rarely drive east of 92nd Avenue	1/7/2024 7:26 PM
24	Fairly dangerous intersections at 96th and especially 104th.	1/7/2024 12:04 PM
25	The light on 16th and Columbia is unnecessary and causes more issues than it solves, especially traffic.	1/6/2024 6:52 PM
26	Don’t use	1/6/2024 6:11 PM
27	N/A	1/6/2024 3:43 PM
28	No comment	1/6/2024 3:35 PM
29	Pretty good bike infrastructure!	1/6/2024 2:08 PM
30	It's fine though sometimes I wonder if some traffic calming would be useful. Street feels faster than the speed limit.	1/6/2024 1:55 PM
31	Not as bad as 31	1/6/2024 12:18 PM
32	None. I don't travel this route very often to provide comment.	1/6/2024 11:53 AM
33	none	1/6/2024 10:46 AM
34	We need to move the trains below street grade or not allow them through the city during rush hours	1/6/2024 9:34 AM
35	Would prefer slower speed limits in most sections. Seems like several intersections would be suitable for traffic circles.	1/5/2024 4:17 PM
36	Generally works okay, although some concern with non-motorized options of getting from eastern downtown (Hope campus) to Meijer. Some concern about traffic volume east of 31.	1/5/2024 3:54 PM
37	Remove access to turn left from Hope to 16th St East bound,	1/4/2024 9:28 PM
38	Ugly. Especially when traffic is heavy and train(s) block the road.	1/4/2024 6:59 PM
39	traffic moves too fast	1/4/2024 1:51 PM
40	I won't ride my bicycle on the road on 16th St. and the sidewalk is not bike friendly. Would like to see something done here. (I am enjoying the extended shoulder on 8th St between US 31 and Old Chicago Dr.!	1/3/2024 7:29 PM
41	continue blvd	1/3/2024 1:08 PM
42	Sections need resurfacing	12/31/2023 7:42 PM
43	The east side of 16th and River is too narrow.	12/31/2023 3:05 AM
44	Ok	12/29/2023 10:38 AM
45	Adams is getting too busy. An interchange at Ottagan would relieve some of the congestion.	12/28/2023 4:08 PM
46	The light turning into Menards needs to be longer from 16th. There should be no right hand turns onto 16th and traffic should all be forced up to 8th street where it is less busy. The lights from Country Club Rd all the way to State St (96th) need to be retimed to get city traffic to the 196 onramp without hitting every light and/or running red lights constantly.	12/28/2023 3:42 PM
47	Could use bridge or safe crossing for bicycle / walkers over us-31	12/28/2023 3:13 PM
48	N/A	12/28/2023 1:46 PM
49	Lots of congestion around US-31/16th Street.	11/30/2023 8:32 AM

Q16 Comments About Waverly Road/120th Avenue

Answered: 42 Skipped: 48

#	RESPONSES	DATE
1	Rarely used due to number of traffic lights. For North South travel, US 31 is preferred. Waverly is only used for business access like Meijer	1/29/2024 4:41 PM
2	Bad news bears. Extremely dangerous for bike and pedestrian traffic.	1/23/2024 5:26 PM
3	People running lights	1/18/2024 9:41 PM
4	Great, it can get pretty congested but I don't see how that could be improved. There have been quite a few accidents at the intersection of Riley and 120th.	1/17/2024 11:22 AM
5	VEHICLES USE WAVERLY RD AS A BYPASS ROUTE.	1/16/2024 7:37 PM
6	increase number of Max Bus Stops on Waverly	1/16/2024 2:30 PM
7	In decent shape. Tie in to M-40 backs up. Could make two lanes dedicated (or optional) left turn onto M-40, instead of just the one lane.	1/16/2024 1:19 PM
8	Improve bike lanes.	1/16/2024 12:40 PM
9	Waverly/120th is one of the harder roads to cross on a bicycle. I think I recall learning at a previous open house that the road jurisdiction boundaries change multiple times in this area so perhaps that contributes to the situation, but it feels like one of the least-thoroughly planned areas of town.	1/16/2024 12:36 PM
10	Waverly between 16th and 8th is not very friendly for bicyclist. Also, where there is a bike path or sidewalks you have to cross back and forth from the east and west sides of the road.	1/16/2024 12:28 PM
11	Waverly has become heavily traveled. It is difficult to visit a business on Waverly and then to make a left turn onto Waverly when departing from said business due to traffic congestion.	1/16/2024 12:08 PM
12	The sidewalks are terrible and narrow there. The lights should be timed better	1/16/2024 12:02 PM
13	The southbound stretch between 24th and 32nd is tricky without a left turn lane. In rush hour traffic, as people are picking up their kids at the day care center or bringing their kids to the martial arts studio, I've seen many near misses with traffic failing to slow or stop for the turning vehicles.	1/16/2024 11:59 AM
14	Available only for motorized transport.	1/16/2024 11:53 AM
15	Improve right turn stacking.	1/16/2024 10:36 AM
16	Solar street lights and protected bike lane/sidewalk.	1/15/2024 12:23 PM
17	lights could be coordinated better	1/15/2024 11:13 AM
18	None	1/12/2024 11:17 PM
19	Reduce congestion, work with public transit, municipalities, MDOT/OCRC to provide areas for bus stops and amenities	1/12/2024 10:53 AM
20	The intersection of Waverly and Chicago drive is difficult to make left turns on. On east bound the cue backs up from the turn lane and obstructs the inside eastbound lane.	1/11/2024 6:48 PM
21	It works! Turning right is easier than left so I appreciate strategic planning	1/7/2024 7:26 PM
22	It's one of the most cracked pieces of road in Holland/Zeeland. It needs surface improvements.	1/7/2024 12:04 PM
23	Needs improvement	1/6/2024 6:11 PM
24	N/A	1/6/2024 3:43 PM

25	No comment	1/6/2024 3:35 PM
26	I drive this to work everyday and in my opinion the road feel much more dangerous than other roads	1/6/2024 1:55 PM
27	I try to avoid it	1/6/2024 12:18 PM
28	none	1/6/2024 10:46 AM
29	None	1/6/2024 9:34 AM
30	Consider traffic circles.	1/5/2024 4:17 PM
31	Probably going to only get busier with housing and economic development along the corridor. Hope that better non-motorized options can become available that parallel or are adjacent to its route, especially from Riley to 48th. Future dedicated people mover or light rail route just going up and down? Potential for greenway "spur" from Paw Paw Park to Haworth campus/natural area could be a super asset.	1/5/2024 3:54 PM
32	Congested and slow. A very busy alternative path to US-31.	1/4/2024 6:59 PM
33	I've noticed the addition of an asphalt path on the west side of Waverly between 8th and Old Chicago Drive. Haven't yet used it, but there are a lot of driveways over there!	1/3/2024 7:29 PM
34	make pedestrian crossing safer	1/3/2024 1:08 PM
35	Sufficient capacity.	12/31/2023 7:42 PM
36	Not sure where that is.	12/31/2023 3:05 AM
37	Busy	12/29/2023 10:38 AM
38	The left turn lane is sufficient to manage traffic but different than all the other intersections which can be confusing to people not from the area.	12/29/2023 9:30 AM
39	Waverly through Holland is often a bottleneck. Trying to turn left out of Meijer can be near impossible. Then as you go north it has become too busy since M-231 was built. It used to be the road we used to bicycle north or south. Even as a confident cyclist I stay away from it.	12/28/2023 4:08 PM
40	Need to add a lane on each side from Riley to at least Greenly. Possibly extend lane in from of Charter school a few hundred feet as well. Too many red light runners and speeding on Riley and nothing is done about it. Lower speed limit all along Riley, it is no longer a rural road!	12/28/2023 3:42 PM
41	N/A	12/28/2023 1:46 PM
42	Busy road--needs more bussing to connect the apartment complexes to retail, medical, and employment.	11/30/2023 8:32 AM

Q17 Comments About Interstate 196

Answered: 40 Skipped: 50

#	RESPONSES	DATE
1	Add South interchange at 32nd St or Graafschap Rd to ease congestion at Zeeland, Adams and M-40 interchanges	1/29/2024 4:41 PM
2	glad it’s open	1/24/2024 2:08 AM
3	Seems better	1/18/2024 9:41 PM
4	Great, no concern here.	1/17/2024 11:22 AM
5	SPEEDING VEHICLES ALWAYS PRESENT & EAGER TO JUMP THE TRAFFIC LIGHT. CROSSING RT. I96 IS EXTREMELY DANGEROUS FOR WALKERS	1/16/2024 7:37 PM
6	About time the 2 year project is done. Not sure why they didn’t go 3 lanes from Byron Rd to 32nd st	1/16/2024 5:43 PM
7	no comment	1/16/2024 2:30 PM
8	Should be good for a bit, given all the recent construction.	1/16/2024 1:19 PM
9	None.	1/16/2024 12:08 PM
10	None	1/16/2024 12:02 PM
11	It's either winter or construction season. Looking forward to having east and west bound both fully open during the non-winter season.	1/16/2024 11:59 AM
12	None	1/16/2024 11:53 AM
13	I wish there were a more convenient exit / entrance to the interstate.	1/16/2024 10:36 AM
14	The exit ramp 55 in Zeeland is incredibly confusing and poorly designed.	1/15/2024 11:35 AM
15	Avoid it	1/15/2024 11:13 AM
16	I'm really looking forward to the end of the construction.	1/12/2024 11:17 PM
17	N/A	1/12/2024 10:53 AM
18	Nothing to add.	1/11/2024 6:48 PM
19	Improvements are appreciated.	1/7/2024 7:26 PM
20	n/a	1/7/2024 12:04 PM
21	Good route	1/6/2024 6:11 PM
22	N/A	1/6/2024 3:43 PM
23	Like the result of improvements but tired of lengthy road closures for months at a time.	1/6/2024 3:35 PM
24	I think it functions great right now	1/6/2024 1:55 PM
25	getting better	1/6/2024 12:18 PM
26	none	1/6/2024 10:46 AM
27	Should be 3 lanes all the way from Grand Rapids to Zeeland	1/6/2024 9:34 AM
28	Seems ok.	1/5/2024 4:17 PM
29	A big blockage that separates neighborhoods and limits non-motorized options. Hope the community can stress to MDOT the need for increased ways to get underneath or over it.	1/5/2024 3:54 PM

	Generally seems safe, although congestion at Exit 55 during rush hour probably needs alleviation. Would a US-31 bypass in the area help provide additional exit capacity?	
30	Isn't it time to rectify the missing access from Washington on the South side of Holland. Must I always drive to Saugatuck to miss traffic problems in Holland?	1/4/2024 6:59 PM
31	improvements are nice	1/3/2024 1:08 PM
32	With recent resurfacing, road is in pretty good shape	12/31/2023 7:42 PM
33	No	12/31/2023 3:05 AM
34	Ok	12/29/2023 10:38 AM
35	Byron Rd upgrades and the resurfacing project from the last 4 years is great!	12/29/2023 9:30 AM
36	Recent pavement improvements are great	12/29/2023 6:20 AM
37	I-196 is doing it's job. Busy during the rush hour times but traffic keeps moving.	12/28/2023 4:08 PM
38	NEED a safer way for pedestrians to cross on 88th!! (like the bridge over I-196 at 16th Street) NEED a way to get under / over along Byron Rd, so pedestrians can get from the East into Zeeland and onto Holland. Chicago Drive improvements are great for motorists but made it MUCH worse for anyone walking or riding (I would be ok going through Upper Mac if we had a safer bridge crossing 196 on 88th to get back up into Zeeland)	12/28/2023 3:13 PM
39	N/A	12/28/2023 1:46 PM
40	Pretty much free-flowing. The road is in good shape after reconstruction.	11/30/2023 8:32 AM

Q18 Comments About Business Loop I-196 (Chicago Drive)

Answered: 49 Skipped: 41

#	RESPONSES	DATE
1	Reduce number of cross over sections that are not U-turns, similar to improvements that have been made to US 31 to make intersections safer	1/29/2024 4:41 PM
2	re-pave and beautify it. areas of medians could be great locations for trees or vegetative improvement. As a main entrance and exit to/from downtown Holland, it screams for a need and sense of welcoming and warmth.	1/24/2024 2:08 AM
3	Pleased by some of the progress being made here, but would like to see a lot more urgency around crossings that are dangerous for kids (specifically near the trailer park).	1/23/2024 5:26 PM
4	Good	1/18/2024 9:41 PM
5	Usually awful getting to it (it's always a battle with erratic drivers trying to skip to the front and cut everyone off) and then once you are on it you are almost always stuck behind a line.	1/17/2024 11:22 AM
6	THE MOTORIST GAME IS TO BE FIRST OUT OF THE GATE	1/16/2024 7:37 PM
7	Road is really bumpy Patches are obnoxious	1/16/2024 5:43 PM
8	no comment	1/16/2024 2:30 PM
9	Lots of problems at BL I-196 and 112th Avenue (between Holland/Zeeland). Westbound traffic turns north (right) on 112th trying to get to E. Lakewood, and pays no attention to northbound traffic on 112th trying to cross BL I-196. This results in northbound traffic on 112th getting backed up across BL I-196. There should be a big "NO TURN ON RED" and a big red light stopping westbound turners from turning and binding up traffic.	1/16/2024 1:19 PM
10	Unsafe to bike or walk around that area.	1/16/2024 12:40 PM
11	The I-196/Byron Road/Business I-196 interchange is not clearly marked and nothing to provided for bicyclist or pedestrians.	1/16/2024 12:28 PM
12	There is a lot of "jockeying for position" when headed eastbound from 88th Ave. to the ramps for I-196. I have witnessed several "near-misses" as cars attempt to cut over from the left to the right so as to avoid missing the ramp to I-196. Access to I-196 needs to be improved/made safer.	1/16/2024 12:08 PM
13	Make a bike path from downtown Holland, all the way down Chicago Drive to connect Zealand. Walkers and runners would use it often	1/16/2024 12:02 PM
14	Important artery to get into our city. It is critical to keep traffic moving safely and efficiently through this corridor.	1/16/2024 11:59 AM
15	None	1/16/2024 11:53 AM
16	Reduce the number of curb cuts.	1/16/2024 10:36 AM
17	Noise pollution is great for residents surrounding. Unsure if this is partially because of road material. Promoting transit use between Zeeland-Holland area using this route would be ideal. But the ultimate dream would be light rail transit between Grand Rapids and Holland - connecting to Amtrak station in DT Holland and potentially down to Saugatuck. Commuters and vacationers would delight in such a forward thinking endeavor. Potential Max bus route expansions	1/15/2024 12:23 PM
18	Needs repairs and MI turns	1/15/2024 11:35 AM
19	The area by Zeeland with 196 seems to be a bit confusing with how far to move over and when attempting to go in the direction of Zeeland Hospital.	1/15/2024 11:13 AM
20	Looking forward to the already planned improvements.	1/12/2024 11:17 PM

21	Provide safe, pedestrian crossing zones	1/12/2024 10:53 AM
22	See comments above regarding Waverly and Chicago Drive left turns.	1/11/2024 6:48 PM
23	Good access to local businesses	1/7/2024 7:26 PM
24	n/a	1/7/2024 12:04 PM
25	Why so freakin fast	1/6/2024 8:42 PM
26	Needs pedestrian/cycling access.	1/6/2024 6:52 PM
27	Very busy all the time	1/6/2024 6:11 PM
28	N/A	1/6/2024 3:43 PM
29	No comment	1/6/2024 3:35 PM
30	NEEDS bike infrastructure desperately	1/6/2024 2:08 PM
31	Function good enough	1/6/2024 1:55 PM
32	I am always extra careful	1/6/2024 12:18 PM
33	Rename it. It has to be more distinctive from the other leg of Chicago Drive. It's a major roadway, but no one really knows what to call it. Suggestion: Holland-Zeeland Parkway.	1/6/2024 10:46 AM
34	None	1/6/2024 9:34 AM
35	Seems like much of this section, especially beginning at 8th Street and heading east, is overdue for an upgrade. From 8th to Waverly needs to accommodate pedestrians and bicylists.	1/5/2024 4:17 PM
36	Only blockage to non-motorized traffic and neighborhoods more significant than 196. Hope bridge plans are successful and that options closer to Holland are proved viable and worth pursuing.	1/5/2024 3:54 PM
37	Useful when I'm on that side of town.	1/4/2024 6:59 PM
38	plan for additional truck traffic with signal to get on eastbound Chicago dr	1/3/2024 1:08 PM
39	Road repairs needed, especially at the Chicago Dr and Waverly intersection.	1/2/2024 8:15 AM
40	Intersection east of Zeeland to M 121 needs better pavement marking to guide eastbound traffic into correct lanes. Lights should not go full red for 2 seconds before green turn arrows.	12/31/2023 7:42 PM
41	It’s busy but seems to flow okay.	12/31/2023 3:05 AM
42	Ok	12/29/2023 10:38 AM
43	Could use some help with consistent turn areas between Waverly and 112th.	12/29/2023 9:30 AM
44	Upcoming improvements needed. Proposed nonmotorized improvements helpful	12/29/2023 6:20 AM
45	BL-196 is okay most of the time but it really needs work on the timing of the lights or the speed limit needs to be lower.	12/28/2023 4:08 PM
46	Time lights better to keep traffic flowing during rush hour. Close off last "straight aways" near Speedway and Paw Paw Dr since no one knows how to use them anymore.	12/28/2023 3:42 PM
47	NEED a way to get under / over along Byron Rd, so pedestrians can get from the East into Zeeland and onto Holland. Chicago Drive improvements are great for motorists but made it MUCH worse for anyone walking or riding (I would be ok going through Upper Mac if we had a safer bridge crossing 196 on 88th to get back up into Zeeland)	12/28/2023 3:13 PM
48	N/A	12/28/2023 1:46 PM
49	Entirely unsafe for non-motorized traffic. Serves as a quasi-freeway throughout our region. Will only get busier.	11/30/2023 8:32 AM

Q19 Comments About Washington/Michigan/River/Butternut

Answered: 44 Skipped: 46

#	RESPONSES	DATE
1	Eliminate on-street parking on River to ease traffic flow. Re-configure intersection of Butternut and 136th St to a 90 degree intersection.	1/29/2024 4:41 PM
2	River needs beatification and vegetation! Also need shoulder improvements to enhance buffering bicycle and pedestrian traffic from the streets.	1/24/2024 2:08 AM
3	Entire corridor needs to be looked at through the lens of pedestrian safety and access. People don't have a choice but to cross five lanes of traffic mid-block, sometimes in the dark.	1/23/2024 5:26 PM
4	Racing on N River and Butternut, James St	1/18/2024 9:41 PM
5	Washington is okay (not so much when trying to turn left onto it), Michigan could be a little wider especially in front of the hospital, River is good but there seem to be too many street lights now causing backups of traffic. Once you are past Douglas, it's always a battle with drivers using the furthest right lane to speed past everyone (the carwash made that area HORRIBLE!), Butternut is okay if you mainly use the left lanes. If you are using the right be prepared to stop at every driveway and entrance. The intersection at Riley and Butternut should be redesigned as well.	1/17/2024 11:22 AM
6	A POOR DESIGNED INTERSECTION. LOOK EVERYWHERE OR YOU WILL NEVER LOOK AGAIN.	1/16/2024 7:37 PM
7	They seem to flow fairly well until “rush hour”. Especially Washington, from highwyto downtown	1/16/2024 5:43 PM
8	increase number of bus stops, including an extra lane for the bus stop	1/16/2024 2:30 PM
9	Don't drive it much.	1/16/2024 1:19 PM
10	Unsafe to bike there.	1/16/2024 12:40 PM
11	Very busy. Not bicycle friendly, but there are other routes.	1/16/2024 12:28 PM
12	Gets really congested about 5 pm weekdays	1/16/2024 12:23 PM
13	The bottleneck here is frequently downtown between 4 and 5:30 p.m. when Padnos tends to send trains across and block River Ave. - particularly when headed northbound.	1/16/2024 12:08 PM
14	The lights seem to be timed better. The sidewalks, especially in the winter, need to be plowed more often and cleaner	1/16/2024 12:02 PM
15	Washington / Michigan - heavy traffic, feels super narrow in places - especially the curve by Evergreen Commons.	1/16/2024 11:59 AM
16	River at Douglas is deadly for bike/pedestrian, at Lakewood not much better. Bottoms for crosswalk not accessible for handicapped.	1/16/2024 11:53 AM
17	In the downtown area, I wish the one-way network were eliminated.	1/16/2024 10:36 AM
18	Need bike lanes! Especially on the south side where the sidewalks are not set up for biking	1/16/2024 7:39 AM
19	Protected bike lanes/sidewalks that promote other types of traffic (foot, non motorized). Solar street lights. Max bus route expansions	1/15/2024 12:23 PM
20	Other the train interferance traffic flow seems to be good.	1/15/2024 11:13 AM
21	River Avenue certainly is a heavily traveled route. It would be nice if there was a second route for all of the traffic into and out of Holland city.	1/12/2024 11:17 PM
22	Reduce congestion, work with public transit, municipalities, MDOT/OCRC to provide areas for bus stops and amenities	1/12/2024 10:53 AM

23	Nothing to add.	1/11/2024 6:48 PM
24	Will there be changes eventually where northbound River narrows so abruptly? Awkward!	1/7/2024 7:26 PM
25	n/a	1/7/2024 12:04 PM
26	Stop light next to the library is unnecessary. Once again causes more issues, namely traffic, than it solves.	1/6/2024 6:52 PM
27	Always a lot of traffic	1/6/2024 6:11 PM
28	N/A	1/6/2024 3:43 PM
29	Difficult to bike. Traffic too fast & drivers impatient/rude. Railroad tracks servicing Padnos in poor repair. North bound River traffic turning west at Douglas has insufficient left turn space & lights need to clear out traffic.	1/6/2024 3:35 PM
30	Depends on the time of day but I find it's fine. Washington is pretty chaotic though.	1/6/2024 1:55 PM
31	glad to see it in the long term areas for improvement	1/6/2024 12:18 PM
32	none	1/6/2024 10:46 AM
33	None	1/6/2024 9:34 AM
34	Washington south of 32nd should allow for safer pedestrian crossings between the main intersections. Perhaps many intersections would be good candidates for traffic circles. It would be great to have separated bike lanes on this entire section.	1/5/2024 4:17 PM
35	Generally works well for north/south traffic thru Holland. Some worry about traffic backing up during rush hours downtown, especially northbound. North River transitioning to Butternut becomes problematic, from general appearance (nothing drawing folks north instead of west to the beach) to dangerous conditions for residents/buses/delivery traffic.	1/5/2024 3:54 PM
36	Access to 196 please.	1/4/2024 6:59 PM
37	S Washington should be easier for pedestrian to cross	1/3/2024 1:08 PM
38	At capacity and could use better light timing south of 9th. Railroad crossings quite rough.	12/31/2023 7:42 PM
39	Widen the left turn lane at State street and Michigan (going south on River) and widen the road going north st that corner. Butternut and River seem okay with the stops lights/turn lights.	12/31/2023 3:05 AM
40	Busy	12/29/2023 10:38 AM
41	North River Avenue corridor would benefit from streetscape improvements	12/29/2023 6:20 AM
42	This stretch of road is becoming too busy. I understand with Lake Macatawa and the Black River that we're pretty limited. Traffic has to funnel somewhere to get in and out of Holland	12/28/2023 4:08 PM
43	N/A	12/28/2023 1:46 PM
44	Beautify S. Washington	11/30/2023 8:32 AM

Q20 Comments About Riley Street

Answered: 42 Skipped: 48

#	RESPONSES	DATE
1	PLEASE re-configure intersection of Riley and butternut to a 90 degree intersection, very dangerous	1/29/2024 4:41 PM
2	unsafe/underlabeled two-way stop at Riley and 160th	1/26/2024 3:16 PM
3	More 4 way stops.	1/18/2024 9:41 PM
4	Enforce speed limits	1/18/2024 1:58 PM
5	Riley street itself is great unless you are at the either of the (2) intersections mentioned above (Butternut and 120th)	1/17/2024 11:22 AM
6	RILEY ST = ALTERNATIVE ROUTE TO EXIT HOLLAND , WALKERS AND BIKERS BE ALERT TO JUMP AWAY FROM DEATH .	1/16/2024 7:37 PM
7	work to keep the speeds at 55 mph or less	1/16/2024 2:30 PM
8	Don't drive it much.	1/16/2024 1:19 PM
9	Particularly heavy traffic between Felch and Waverly!	1/16/2024 12:08 PM
10	The width on most of the sidewalks and bike paths on the north side of Holland are awesome	1/16/2024 12:02 PM
11	Not a road that I travel enough to have good insight for	1/16/2024 11:59 AM
12	Passable bike paths.	1/16/2024 11:53 AM
13	I don't drive it enough to comment.	1/16/2024 10:36 AM
14	Solar street lights	1/15/2024 12:23 PM
15	Traffic flow seems to be good other than by Mcdonalds	1/15/2024 11:13 AM
16	From 136th Avenue to Butternut Drive needs to be widened.	1/12/2024 11:17 PM
17	N/A	1/12/2024 10:53 AM
18	Nothing to add	1/11/2024 6:48 PM
19	Wider is better west of Butternut!	1/7/2024 7:26 PM
20	n/a	1/7/2024 12:04 PM
21	Riley and Butternut is one of the worst intersections in west Michigan, and that is a polite way to describe it, when snow is on the ground. It should 100%, without debate, be made a traffic circle. Thank you!	1/6/2024 6:52 PM
22	Needs widening	1/6/2024 6:11 PM
23	Intersections could be improved for safety. There are far too many crashes on Riley between 136th and 31.	1/6/2024 4:35 PM
24	N/A	1/6/2024 3:43 PM
25	At US 31 intersection difficult for pedestrians & cyclists to cross.	1/6/2024 3:35 PM
26	5 way intersection has to go	1/6/2024 2:08 PM
27	No comments	1/6/2024 1:55 PM
28	I avoid it by 31	1/6/2024 12:18 PM
29	none	1/6/2024 10:46 AM

30	None	1/6/2024 9:34 AM
31	Riley's speed limit is too fast and needs separated bike lanes.	1/5/2024 4:17 PM
32	Seems dangerous in numerous places, particularly in Holland Township. Butternut intersection has to be driven thru with patience. Very poor non-motorized options especially between 136th and US-31. Presence of several schools along the road make it difficult to justify as major east-west artery without additional turn lanes, non-motorized paths, and speed zones. It's also odd that it doesn't have a more natural connection to M-121 (and I-196).	1/5/2024 3:54 PM
33	cars drive over the speed limit from to douglas	1/4/2024 1:51 PM
34	Do not use	12/31/2023 7:42 PM
35	Busy. The traffic lights seem to mage okay, just back ups. East-West traffics needs more time to get over US-31 but then you need to watch for back ups by Meijer.	12/31/2023 3:05 AM
36	Reroute business traffic	12/29/2023 10:38 AM
37	A traffic light would be helpful at the WO High school intersection.	12/29/2023 9:30 AM
38	Upcoming surface improvements on Riley are needed	12/29/2023 6:20 AM
39	Decision needs to be made if Riley is going to become a major east/west corridor. It is currently not designed to handle the traffic it has. And it's only going to get worse.	12/28/2023 4:08 PM
40	See 120th comments. Between 136th and 120th the amount of traffic is justified for amount of lanes but the speed limit needs to be lowered. It is unsafe turning left between 128th and 136th as well as between West Shore Dr and 120th.	12/28/2023 3:42 PM
41	N/A	12/28/2023 1:46 PM
42	Often congested and dangerous around shopping areas.	11/30/2023 8:32 AM

Q21 Comments About M-40

Answered: 35 Skipped: 55

#	RESPONSES	DATE
1	long term plan: connect M-40 directly to US 31 near Matt Urban Field to ease traffic on Lincoln	1/29/2024 4:41 PM
2	Great, no concern here.	1/17/2024 11:22 AM
3	ROUTE 40 HAS INCREASED TRAFFIC FLOW COMPARED TO 3 YEARS AGO.	1/16/2024 7:37 PM
4	Great road, except the sections that are still in need of repair	1/16/2024 5:43 PM
5	no comment	1/16/2024 2:30 PM
6	Some improvement at the I-196 overpass. As noted above, Waverly southbound to M-40 should have center lane as optional left turn to ease backup on Waverly.	1/16/2024 1:19 PM
7	Add more passing lanes	1/16/2024 12:23 PM
8	No comment.	1/16/2024 12:08 PM
9	It is a terrible road to travel on. I avoid at all costs.	1/16/2024 12:02 PM
10	Appreciate the newer turn lanes and light by the truck stop. Tough to keep safe any time but especially in the winter with blowing and drifting snow. Still is a road that I avoid when I can.	1/16/2024 11:59 AM
11	None	1/16/2024 11:53 AM
12	A few more passing areas would be nice.	1/16/2024 10:36 AM
13	Protected bike lanes/sidewalks that promote other types of traffic (foot, non motorized). Solar street lights. More passing lanes.	1/15/2024 12:23 PM
14	Safer than it was but still not a favorite for me to travel	1/15/2024 11:13 AM
15	None	1/12/2024 11:17 PM
16	N/A	1/12/2024 10:53 AM
17	Nothing to add	1/11/2024 6:48 PM
18	Much safer than 30 years ago!	1/7/2024 7:26 PM
19	n/a	1/7/2024 12:04 PM
20	Don’t use	1/6/2024 6:11 PM
21	N/A	1/6/2024 3:43 PM
22	No comment.	1/6/2024 3:35 PM
23	No comments	1/6/2024 1:55 PM
24	not bad	1/6/2024 12:18 PM
25	none	1/6/2024 10:46 AM
26	Better coordination of traffic lights over I 196	1/6/2024 9:34 AM
27	Needs separated bike lanes and traffic circles in several locations.	1/5/2024 4:17 PM
28	Generally seems to function well. May not be an immediate priority, but opportunities to connect with non-motorized pathway (or provide better alternatives) should be explored if they become available.	1/5/2024 3:54 PM
29	bus transportation needed, especially on south side of 196	1/3/2024 1:08 PM
30	Rarely use	12/31/2023 7:42 PM

31	They need a turn lane at M-40 and 140th(?). The intersection where the egg trucks turn east. More and more accidents there. Also, a street light over that intersection to make it more visible from all sides.	12/31/2023 3:05 AM
32	Ok	12/29/2023 10:38 AM
33	M-40 does a pretty good job of moving traffic between Holland and Allegan until you get someone driving below the speed limit. There needs to be more passing lanes.	12/28/2023 4:08 PM
34	N/A	12/28/2023 1:46 PM
35	LOTS of semi traffic around I-196 exit.	11/30/2023 8:32 AM

Q22 Comments About Other Roads You Have Concerns About?

Answered: 39 Skipped: 51

#	RESPONSES	DATE
1	Eliminate State St access at the intersection of 32nd St and Lincoln When considering plans for Verplank property development, Do not eliminate W 8th st section in front of Verplank dock property that connects to van Raalte Ave	1/29/2024 4:41 PM
2	In general, quit widening roads running east/west to the lake and improve on technologies for traffic signaling to improve traffic flow. Widening of roads is detrimental to people's properties and life and ultimately causes people to flee and property appeal to cherish on these corridors. Clearing of vegetation contributes to a loss in appeal and character that is irreplaceable.	1/24/2024 2:08 AM
3	4 way stop needed at intersection of 64th and 146 in Laketown Township. Overhead lighting needed a intersection of 64th and Blue Star in Laketown or Saugatuck Township. There is already a stop light. There is a significant percentage of cars turning at intersection.	1/19/2024 2:32 PM
4	Racing on Jamea and 144th St	1/18/2024 9:41 PM
5	Yes, the newly redone 6th street. There are WAY to many stop signs now. Unless it is Tulip Time, there is no foot traffic in this area. I also see this causing a back-up disaster during Tulip Time. Yield signs would be more appropriate here. There are more stop signs on this tiny roads then there are on college for Hope College student crossings.	1/17/2024 11:22 AM
6	MICHIGAN AVE. & RIVER AVE GOING NORTHWARD IS HEAVILY TRAVELED TO EXIT HOLLAND.	1/16/2024 7:37 PM
7	Hulst drainage ditch by grandkids house	1/16/2024 5:43 PM
8	no comment	1/16/2024 2:30 PM
9	Definitely not a fan of taking existing roadway and dedicating it to bikes. Not many bikes on the roads today (0 degree windchill, and 16+ inches of snow over the past three days). Need to remember that we have a winter season!	1/16/2024 1:19 PM
10	I recognize this is a bit of a long shot to implement, but I often feel like Ottawa Beach road should be as-is for the busy summer season, and transition to one (wider) lane each direction with a center turn lane in the winter. Especially when snow comes, the narrow lanes on Ottawa Beach feel treacherous to navigate and there's much lighter traffic in the winter anyway, so it feels like safety could be improved by switching from 4 narrow lanes to 3 wider ones just for Winter. Obviously road surface marking would be a challenge, but perhaps there's a clever solution.	1/16/2024 12:36 PM
11	None.	1/16/2024 12:08 PM
12	Between 32nd and 40th and Holland, Graafscaap road had becme very busy. The light on 32nd often gets very backed up. I think big trucks should be banned from that stretch, and a better speed limit. Including a school zone time for cars to go 25 only around that whole block. Also, encouraging most traffic to go down 40th as more developments are built down 40th St. towards the lake. 32nd St. cannot handle the traffic	1/16/2024 12:02 PM
13	Traffic flow seems better on the stretch of 8th street between 31 and downtown after the recent changes. Nice job!	1/16/2024 11:59 AM
14	Something more than 0.01% of spending should be allocated to bike and pedestrian access. Current infrastructure actively discourages bike use.	1/16/2024 11:53 AM
15	The turning radii on 32nd Street for semi-tractor trucks is really bad. With the truck terminals on Ottawa, the corners have really been beaten up. I noticed that on other streets as well.	1/16/2024 10:36 AM
16	Electric buses, and light rail! Noise pollution is a very real concern. We need to improve the infrastructure, and build sparingly. It is our collective responsibility to save land from being developed unnecessarily. Our children deserve a world that is striving for sustainability!	1/15/2024 12:23 PM

17	None	1/12/2024 11:17 PM
18	Traffic flows on 32nd street have been steadily increasing. Why might this be?	1/11/2024 6:48 PM
19	When will service road connect Blaine’s and Best Buy stores?	1/7/2024 7:26 PM
20	n/a	1/7/2024 12:04 PM
21	9th street has been restructured unnecessarily over the past few years. Between pine and maple, should be a 1-way street, and making it 2-way has caused there to nearly always be traffic at the pine and 9th intersection and as the light keeps being modified, traffic only increases.	1/6/2024 6:52 PM
22	Lakewood too busy	1/6/2024 6:11 PM
23	N/A	1/6/2024 3:43 PM
24	Railroad tracks Douglas/Lakewood Blvd need repair.	1/6/2024 3:35 PM
25	Perry and 96th could really use a light. It is extremely hard to turn left during busy hours.	1/6/2024 3:04 PM
26	32nd street doesn't benefit much from on-street parking and the lines are always so faded I don't see people respecting them. I'd love to see a protected bike lane as it's a pretty awful road for cycling right now.	1/6/2024 1:55 PM
27	Ottawa Beach road from River to the state park should be one lane in each direction with a center turn lane and protected bike lanes	1/6/2024 12:18 PM
28	none	1/6/2024 10:46 AM
29	Lack of safe non-motorized crossings on the south side of Holland across I-196. Not sure if connections to Hamilton or Allegan will ever be a priority, but certainly improving safe options to places like M-40/Blue Star Hwy businesses, Outdoor Discovery Center, Fennville, and Saugatuck warrant something better than the shoulders of 60th, 58th, and 56th Streets.	1/5/2024 3:54 PM
30	speed limits are not enforced in the city of Holland	1/4/2024 1:51 PM
31	Go too more destinations where the buses don't stop	1/3/2024 8:52 PM
32	Waverly should have a dedicated bus route that serves residential in the North tot he Industrial jobs on the south side	1/3/2024 1:08 PM
33	none	12/31/2023 7:42 PM
34	River & Ottawa Beach Road (need lines and turn lines refreshed more and traffics turning into CVS Shell gas, and the Thai store immediately after turning onto Ottawa beach road are a problem. Pine between 8th and 9th wider and that 9th street intersection needs defined lines on the road for turning east (turning east off pine onto east bound 9th).	12/31/2023 3:05 AM
35	No EV mandates period!	12/29/2023 10:38 AM
36	College ave between 16th and 12th is too narrow for parking on both sides of the street. Could we consider parking on one side only?	12/29/2023 10:01 AM
37	Pine Ave bike path (from the bridge to 7th st) is difficult to use with all the fences.	12/29/2023 9:07 AM
38	West Shore Dr and Felch. The entrance to Aldi is too close to the intersection and is a constant mess with people SB turning left fighting with people NB trying to turn into Aldi. That entrance should be closed and moved further down near BWW. #2: 8th street from 120th to downtown needs to close all the "straight aways" and convert to Michigan turns. I see too many times where people trying to turn left from the SB 31 ramp either block or cut across WB 8th traffic.	12/28/2023 3:42 PM
39	N/A	12/28/2023 1:46 PM

Q23 Any other final comments or concerns you have regarding the current transportation system in the greater Holland/Zeeland area?

Answered: 48 Skipped: 42

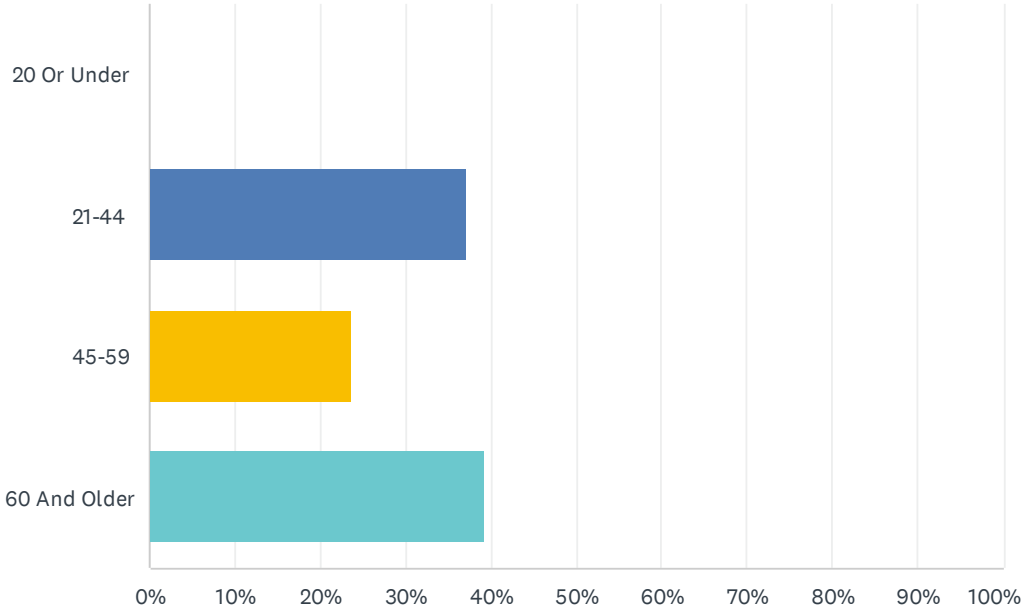
#	RESPONSES	DATE
1	A free, designated Max bus straight shuttle route between downtown holland and downtown Zeeland could greatly decrease traffic on Chicago Drive. this could also increase consumer spending. I have grown up in holland my entire life. most traffic congestion in Holland is from Illinois plates, and since covid, this is now year round. this needs to be considered when re-designing interchanges and traffic flow through and around Holland. odd intersections need to be clearly marked for out of state visitors, or eliminated entirely	1/29/2024 4:41 PM
2	I would like to see a shift toward a safe systems approach in our region and to have that included as a decision factor in which projects receive funding.	1/23/2024 5:26 PM
3	Tax breaks for hybrid or electric vehicles. Cut down emissions.	1/18/2024 9:41 PM
4	Other than forcing drivers to retake drivers education, there's not really much that can be done to make transportation easier.	1/17/2024 11:22 AM
5	Bus route needs to operate later hours during the week until possibly 9pm and operating on the weekends until 6pm. COVID is over, I rely solely on public transportation and work on the weekends. A lot of people on fixed income can not afford cab service. It's been over two years COVID has been over, as Holland residents are in a agonizing situation having to walk to work on the weekends in brutally dangerous cold weather.	1/16/2024 8:14 PM
6	THE 21ST CENTURY REQUIRES INTERCITY TRANSIT CONNECTIONS FOR EMPLOYMENT SEEKERS AND ACTIVE COMMERCE.	1/16/2024 7:37 PM
7	I would love to see a walkable, car-free 8th st explored with perhaps fewer N/S crossing streets (perhaps a bus/trolley to move people up/down the road, but no personal cars on 8th). 8th street is such a great community space in the city, I would love to see increased foot traffic there and removing cars could expand green space, trees, restaurants, etc. to really make this an even more attractive destination. I really like the walking/running/bike paths throughout Holland, these are a huge benefit. I would like to see some of these expanded/connected on the South side.	1/16/2024 5:10 PM
8	more bus stops, and run the bus routes so folks can use the bus system to get to work, 4:30 AM bus to 1 AM bus runs	1/16/2024 2:30 PM
9	Current downtown Holland traffic "loop" including one-ways on 7th and 9th WORKS, and WORKS WELL. Let's not waste time and money on any plan to convert those one-way arteries into two-way messes. Also, consider installing pedestrian crossings on 16th by Hope Avenue, and by "El Rancho" restaurant with buttons and flashers - similar to what was done on 9th, but Hope College. As more apartments are built, more people will be crossing, and drivers are not currently respectful of pedestrians in that area.	1/16/2024 1:19 PM
10	The Holland/Zeeland has some of the best biking/walking infrastructure I've seen, but connectivity is a clear weak spot. I've never seen another place with such an outstanding amount of separated bike paths. I think the area could step up to being a true leader in nonmotorized transit by focusing on intersection design and connecting existing sections of infrastructure. There are many examples, but take 8th st heading East out of town- the new lanes get you to US-31 which is awesome, but there's a critical gap for the last couple blocks to Holland Heights. Similarly, We have good paths across the River Ave bridge coming into Holland from the North, and the new lane on Pine is excellent. However there's a critical gap of a clear, safe path from 7th to 10th. Fixing small areas of connectivity like these would make it much more approachable for people who don't already utilize non-motorized infrastructure to give it a try.	1/16/2024 12:36 PM
11	I am an avid cyclist who lives on Holland's northside and works in downtown Holland. It has become increasingly difficult over the years to commute by bicycle from the northside of	1/16/2024 12:08 PM

	Holland. I do NOT feel at all safe crossing the intersection of Ottawa Beach/Douglas Ave. and River and often the bike path under the River Ave. bridge is flooded and therefore impassable.	
12	As a family of bikers, walkers and runners, we are always looking for improvements on the sidewalk and bike path. Bike lanes on the road are not as necessary as widening the pedestrian/bike path	1/16/2024 12:02 PM
13	If you don't own your own vehicle, it would be extraordinarily difficult to live and work here. MAX is a start but is limited in service area and time available. (i.e. could get to work but not back home, no stops near where you live, etc.)	1/16/2024 11:59 AM
14	No,	1/16/2024 11:53 AM
15	Bike paths are an amazing part of the community and area that feels quite unique. Additional bike paths (and maintenance of the existing paths) should be a focus, as well as additional bike infrastructure (bike parking/racks/storage, secure e-bike charging solutions, bike commuting incentives through employers, etc). Also, the electric vehicle charging infrastructure in the region is very poor. Conveniently and reliable DC fast charging stations would be a huge benefit for residents and travelers passing through and visiting our area.	1/16/2024 11:48 AM
16	None.	1/16/2024 10:36 AM
17	Need a way to get to GRR airport...shuttle service or commuter train	1/16/2024 7:39 AM
18	Use protected bike paths. Add signs telling everyone to keep right. Require dogs be on a short leash and kept to the right. Bike lanes are only appropriate for hard core bikers - they are not safe for families, youngsters, trikers. Bike lanes combined with parking are a terrible solution.	1/15/2024 7:19 PM
19	The ultimate dream would be light rail transit between Grand Rapids and Holland - connecting east Ottawa, Zeeland, to Amtrak station in DT Holland and potentially down to Saugatuck. Commuters and vacationers would delight in such a forward thinking endeavor. Investment in less noise pollution and physical pollution is going to make West Michigan more attractive from many standpoints and could capture some grant monies from the state's new green initiatives.	1/15/2024 12:23 PM
20	Look to minimize cars and maximize other means of transportation	1/15/2024 11:35 AM
21	None	1/12/2024 11:17 PM
22	Move public transportation more to the forefront instead of at the bottom of agenda or no thought at all.	1/12/2024 10:53 AM
23	Speed and noisy exhaust systems seems to be increasing. There is no peace anymore.	1/11/2024 6:48 PM
24	There must be more education that adults on bikes belong on bike paths or the roads in town NOT ON CITY SIDEWALKS!	1/7/2024 7:26 PM
25	n/a	1/7/2024 12:04 PM
26	Riley and Butternut is abysmal and the sooner it is changes, the sooner everyone who passes through it will increase their life expectancy. We've also complicated lights and intersections and with it, created traffic where it used to not exist. More encouragement and safety for pedestrians and cyclists would go a long way in sustainability. Oh and also, Riley and butternut… Thanks!!!	1/6/2024 6:52 PM
27	How are wheelchair users supposed to get to non-medical appointments? Max won't take us . Need something with a chair lift.	1/6/2024 6:11 PM
28	The busing system as it stands is unusable for most. The community would greatly benefit from more frequent public transit options, with ideally more stops than what they currently make.	1/6/2024 3:43 PM
29	Our bus is practically useless since it comes around only every hour. Takes me 10ish minutes to get to work in the morning by car, but would take me AT LEAST 69 minutes to get there by bus. People will never actually use our bus system if taking their car takes that much less time. Additionally, not running the bus on the weekend which could be a great lower-stakes way for people to try the bus for their first time is a shame. This essentially forces you to still have a car if you want to get around Holland on the weekend.	1/6/2024 1:55 PM
30	This is a well thought through plan! congratulations and thank you for your work	1/6/2024 12:18 PM

31	Increase mass transportation options to all townships on the north side!	1/6/2024 11:53 AM
32	none	1/6/2024 10:46 AM
33	We need a direct bus or light rail from Holland to downtown Grand Rapids and on to the Gerald R. Ford airport. More frequent AMTRAK service, including service to Grand Rapids, Gerald R. Ford airport, Lansing, Ann Arbor, DTW, Dearborn, and downtown Detroit.	1/6/2024 9:34 AM
34	Seems like we need to be preparing for more e-bike users in all areas. More bike lanes are needed (ideally separated/protected). We need to separate e-bikes from pedestrians on multi-use paths. More bike parking will be needed in many locations - commercial districts, parks, businesses.	1/5/2024 4:17 PM
35	Developing a better culture of responsible cycling and driving. Non-motorized paths seem to be under-utilized by 'hard-core' cyclists and create negative feedback for drivers, especially on busier roads. With the rise of e-bikes, there is need for safer, better marked, potentially separate facilities for bikes to reduce crashes and road rage. Some concern that members of county road commissions are prone to Luddite tendencies, only concerned with outdated priorities (bigger vehicles! wider! faster!)	1/5/2024 3:54 PM
36	pedestrians and cyclist as well as those with 3 wheel carts should have priority over cars and trucks	1/4/2024 1:51 PM
37	Comments for 316-22 unable to make one. All areas have problems would like to comment on each but couldn't	1/4/2024 4:58 AM
38	a sharper focus on providing transit and rail for transportation needs	1/3/2024 1:08 PM
39	Would love to see a metra or rail system between Holland/Zeeland extend to GR/Kalamazoo	1/2/2024 8:15 AM
40	none	12/31/2023 7:42 PM
41	We need to keep our downtown vibrant and continue to have free parking. The city should not "sell" downtown shopping parking spots to Hope College or to the two hotels located downtown. Traffic is congested but manageable with the current stop lights. ZEELAND downtown flow works fine.	12/31/2023 3:05 AM
42	No EV mandates period!	12/29/2023 10:38 AM
43	Thanks for all you do to make our town awesome!	12/29/2023 10:01 AM
44	Encourage biking by making more, safer routes. E-bikes are exploding the number of daily bike commuters, so help it along. Protected bike lanes are ones I'll take my kids on. A painted line isn't safe enough for kids. Promote bike parking, even at the expense of traditional parking.	12/29/2023 9:07 AM
45	Efforts to promote greater utilization of the MACC area's nonmotorized network would be beneficial	12/29/2023 6:20 AM
46	My biggest pet peeve as a cyclist is I can get from Holland to Cadillac using bike paths and bike lanes. But I can not really get north or south in Ottawa county unless I take Lakeshore Drive. You'll take you life in your own hands getting to Allendale unless you ride gravel roads.	12/28/2023 4:08 PM
47	Make it more bike friendly. Make is WAY more clear that e-bikes don't belong on sidewalks. E-bikes are making the sidewalks and bike paths more dangerous than roads with people ripping around at 20mph without understanding rules of road or safety. If someone on a regular bike is going that fast, there is a 95% chance they know what they are doing and usually slow down around kids, walkers, etc. e-bikers are scary.	12/28/2023 3:13 PM
48	Need increased bus routes for businesses on 96th ave in Zeeland	12/28/2023 1:46 PM

Q24 Please check your age group:

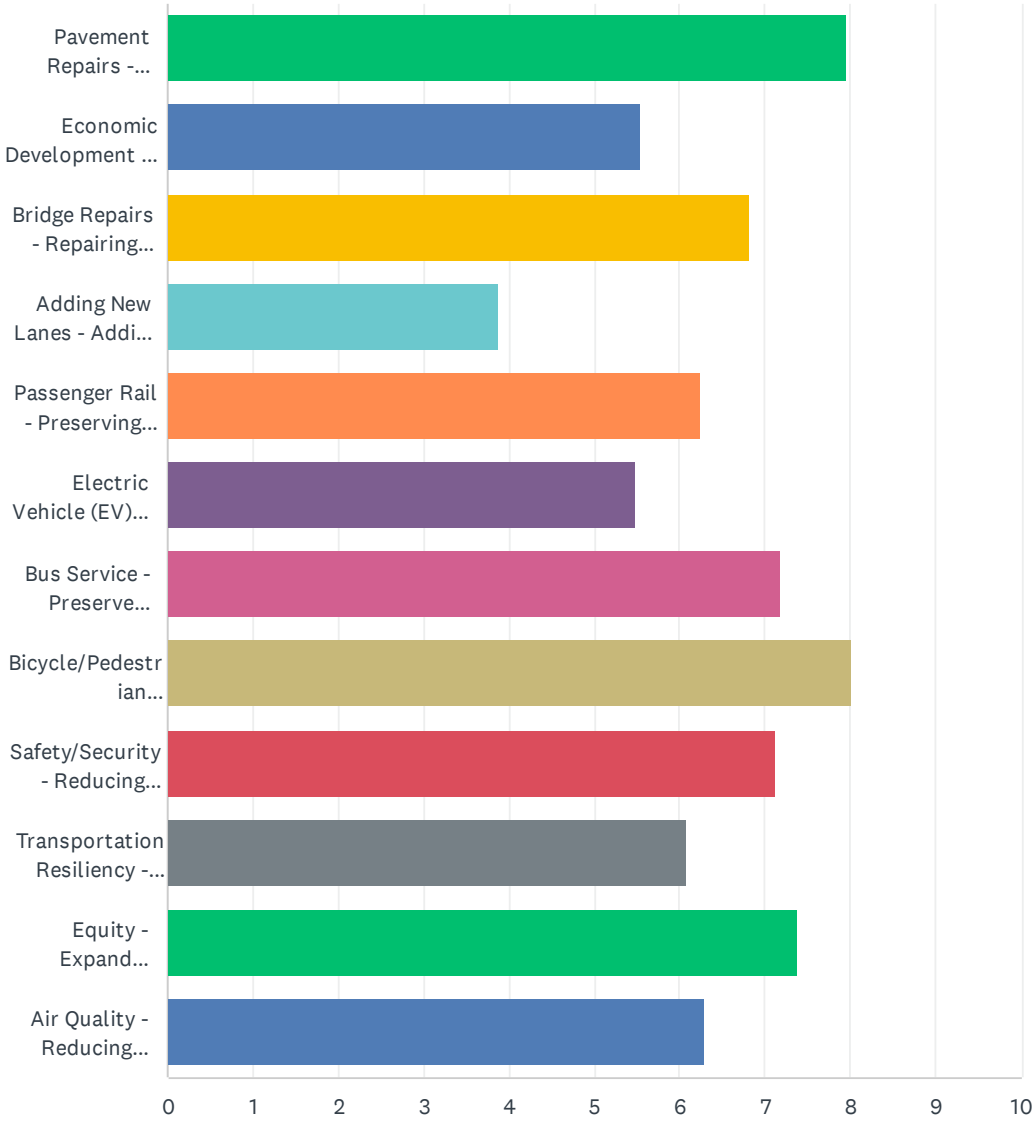
Answered: 89 Skipped: 1



ANSWER CHOICES	RESPONSES	
20 Or Under	0.00%	0
21-44	37.08%	33
45-59	23.60%	21
60 And Older	39.33%	35
Total Respondents: 89		

Q1 Which of the Following Are Most Important to You?

Answered: 90 Skipped: 0

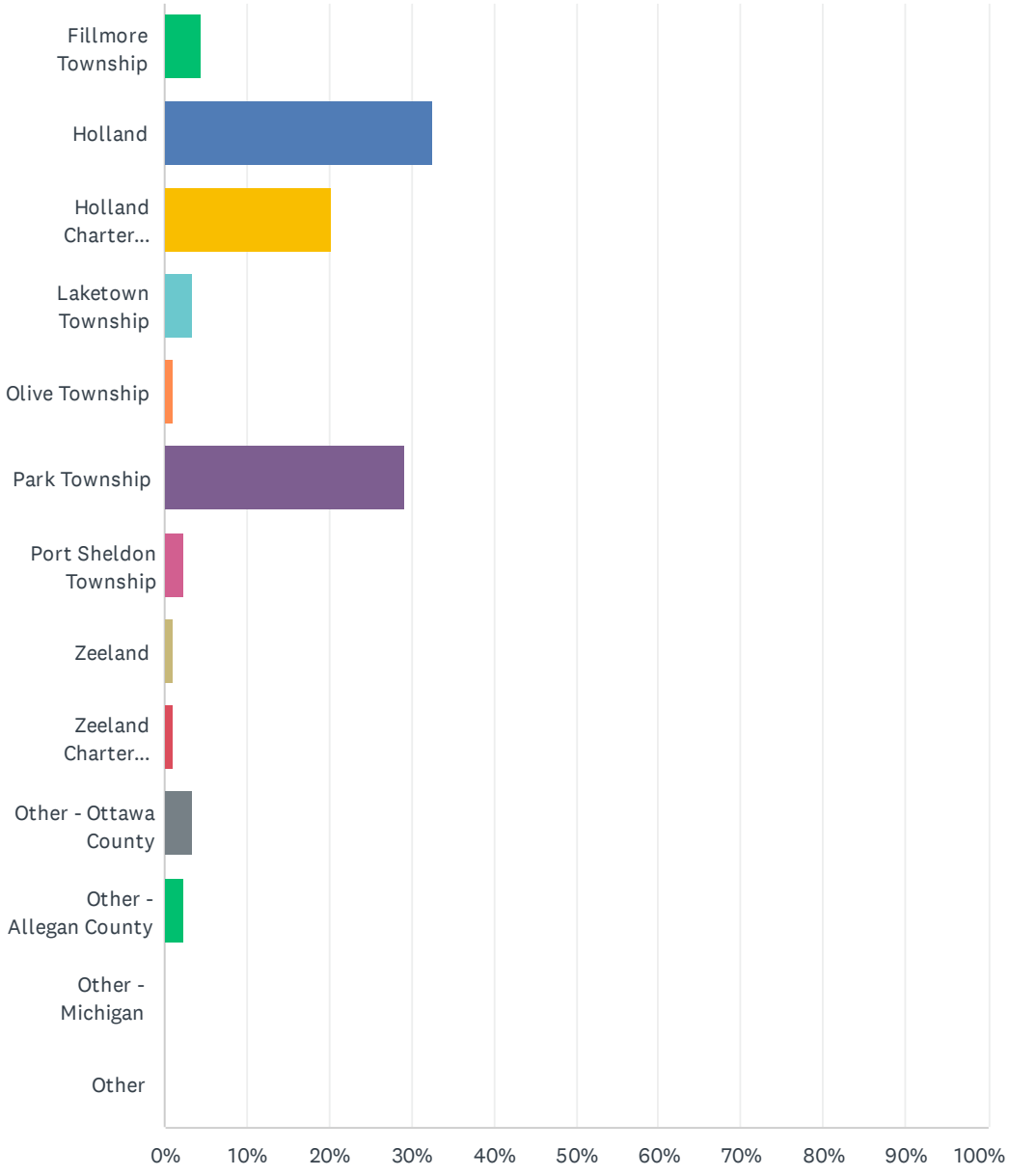


	1	2	3	4	5	6	7	8	9	10	11
Pavement Repairs - Repair existing pavement.	16.67% 15	11.11% 10	12.22% 11	2.22% 2	14.44% 13	13.33% 12	6.67% 6	5.56% 5	6.67% 6	6.67% 6	3.3
Economic Development - Attracting new businesses while retaining existing businesses.	3.33% 3	6.67% 6	5.56% 5	7.78% 7	7.78% 7	5.56% 5	10.00% 9	7.78% 7	11.11% 10	8.89% 8	18.8
Bridge Repairs - Repairing existing bridge infrastructure.	6.67% 6	13.33% 12	8.89% 8	6.67% 6	6.67% 6	10.00% 9	7.78% 7	10.00% 9	11.11% 10	7.78% 7	8.8
Adding New Lanes - Adding new lanes to existing roads to reduce congestion and increase capacity.	2.22% 2	3.33% 3	2.22% 2	6.67% 6	4.44% 4	3.33% 3	6.67% 6	4.44% 4	6.67% 6	11.11% 10	13.3
Passenger Rail - Preserving existing rail service while exploring possibilities for new service.	6.67% 6	8.89% 8	8.89% 8	8.89% 8	4.44% 4	5.56% 5	13.33% 12	8.89% 8	8.89% 8	3.33% 3	11.1
Electric Vehicle (EV) Infrastructure - Building more charging stations and encouraging the purchase of more EV's.	3.33% 3	4.44% 4	10.00% 9	4.44% 4	7.78% 7	8.89% 8	7.78% 7	11.11% 10	8.89% 8	6.67% 6	10.0
Bus Service - Preserve existing bus service while exploring new levels of service or expansion.	7.78% 7	10.00% 9	6.67% 6	10.00% 9	11.11% 10	12.22% 11	16.67% 15	7.78% 7	2.22% 2	7.78% 7	4.4
Bicycle/Pedestrian Infrastructure - Adding facilities to make bicycle and pedestrian travel easier.	20.00% 18	13.33% 12	8.89% 8	10.00% 9	10.00% 9	3.33% 3	4.44% 4	11.11% 10	4.44% 4	5.56% 5	7.7
Safety/Security - Reducing crashes and making sure our transportation network is functional during emergencies.	13.33% 12	5.56% 5	7.78% 7	14.44% 13	7.78% 7	10.00% 9	3.33% 3	10.00% 9	7.78% 7	13.33% 12	3.3
Transportation Resiliency -Our system’s ability to continue to	2.22% 2	7.78% 7	6.67% 6	10.00% 9	7.78% 7	12.22% 11	4.44% 4	11.11% 10	12.22% 11	14.44% 13	4.4

function at an acceptable level of efficiency in the face of disruptive or unexpected conditions.											
Equity - Expand transportation services for the elderly, disabled, low income, and minority populations.	12.22% 11	8.89% 8	10.00% 9	13.33% 12	11.11% 10	5.56% 5	6.67% 6	6.67% 6	8.89% 8	8.89% 8	1.1
Air Quality - Reducing congestion and mitigating high levels of ozone.	5.56% 5	6.67% 6	12.22% 11	5.56% 5	6.67% 6	10.00% 9	12.22% 11	5.56% 5	11.11% 10	5.56% 5	13.3

Q2 Where Do You Live?

Answered: 89 Skipped: 1



ANSWER CHOICES	RESPONSES	
Fillmore Township	4.49%	4
Holland	32.58%	29
Holland Charter Township	20.22%	18
Laketown Township	3.37%	3
Olive Township	1.12%	1
Park Township	29.21%	26
Port Sheldon Township	2.25%	2
Zeeland	1.12%	1
Zeeland Charter Township	1.12%	1
Other - Ottawa County	3.37%	3
Other - Allegan County	2.25%	2
Other - Michigan	0.00%	0
Other	0.00%	0
Total Respondents: 89		

APPENDIX

L

MAX Transit Survey

2050 LRTP

MEMORANDUM

Date:	November 8, 2023	**TG:**	1.23195.00
To:	Sandra Korhorn		
From:	Transpo Group		
Subject:	Macatawa Area Express Transportation Authority (MAX) Existing Conditions & Evaluation		

This memorandum provides foundational data and analysis for the development of proposed service changes for the Macatawa Express Transportation Authority (MAX). These foundational elements include descriptions of:

- the existing conditions and operations of MAX, including trends over time,
- the community that is served by MAX,
- the performance of the MAX system, according to industry standards and community factors,
- local and regional policies that are related to MAX services or public transit.

MAX Existing Conditions

The Macatawa Area Express (MAX) is a small urban transit system that has operated fixed bus routes and demand response service since 2000. The transit system is governed by an independent Authority formed under Public Act 196 on July 1, 2007, when the City of Holland transferred oversight to the Authority Board.

MAX History

- 1974 – City of Holland sees need for local transportation and begins state's first "DART" Dial-A-Ride service with 4 buses
- 1991 – City of Holland renovates the old Amtrak depot and dedicates it as the Padnos Transportation Center (the Depot)
- 2000 – Holland City hires private contractor to oversee transit services, and introduces three fixed routes – the Red, Blue, and Green lines – with 30-minute headways
- 2002 – City hires experienced public transportation consultant for contractor oversight
- 2006 – City of Holland and Holland Charter Township form the MAX Transportation Authority formed under Public Act 196

Figure 1. MAX services in 2000

- 2007 – Major expansion from 3 to 7 fixed bus routes with hourly headways
- 2008 – Introduction of Route 8 to Zeeland and “Night Owl” evening demand response service
- 2010 – MAX releases contractor and assumes direct oversight of transit system and its employees
- 2012 – Introduction of a new evening fixed route -- Twilight Route-9 and Route 10 -- that operates from 7-10 p.m.
- 2018 – Introduction of Route 11, connects with Route 4 on the North side of Holland allowing passengers to transfer mid-trip

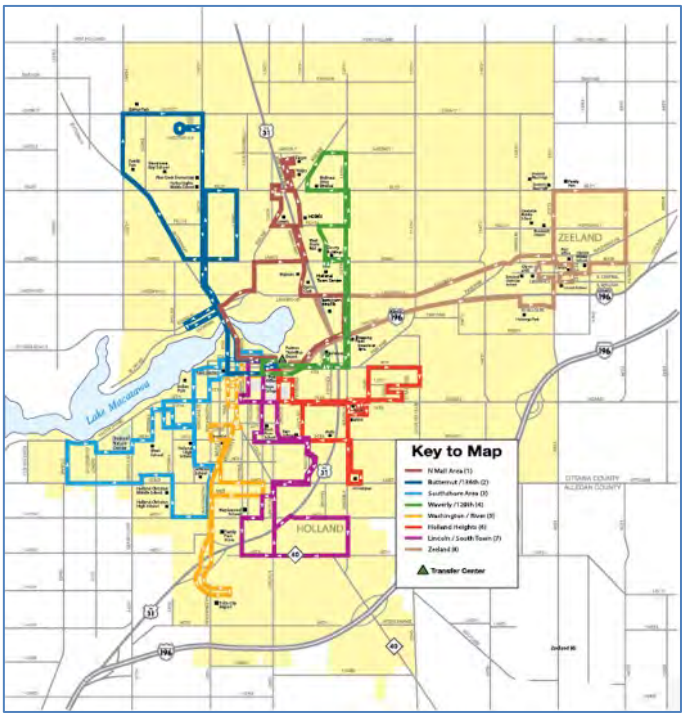


Figure 2. MAX services after 2007 redesign

Existing Transit Service

This section includes a description of the extents of the current service area as well as the existing transit routes and schedules. Fixed-route and demand-responsive service is provided within the City of Holland, City of Zeeland, Holland Charter Township, Zeeland Charter Township, and Park Township. The service area is visually defined in Figure 3, and generally bound by:

- Old Orchard Road to the west,
- 143rd Avenue to the south,
- Chicago Drive to the east, and
- New Holland Street to the north.

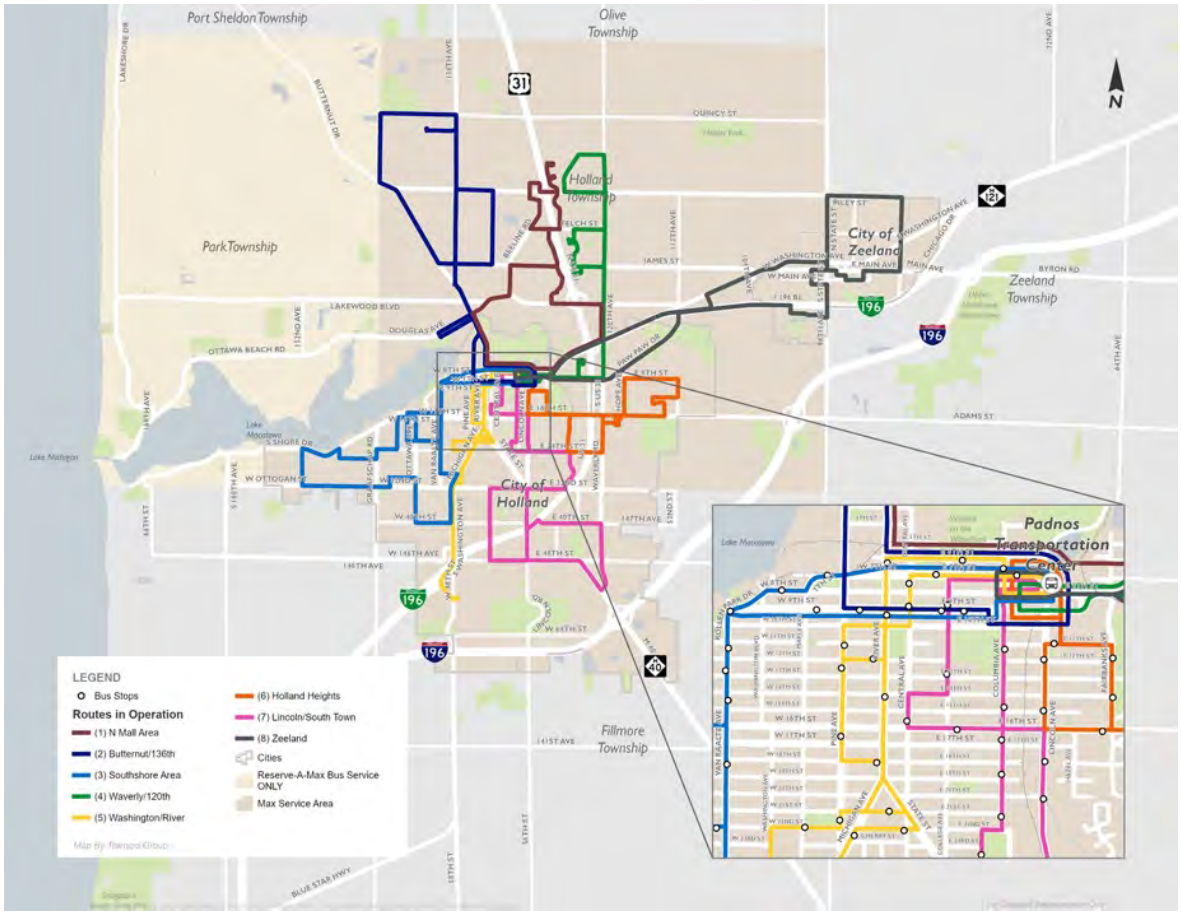


Figure 3. Current (2023) MAX services

Prior to service reductions due to COVID-19, MAX fixed route services included three additional lines. Lines 9 and 10 provided service from 7pm-10pm, and Line 11 provided east-west service in the northern part of the MAX service area, without connecting through the Padnos Transportation Center (the Depot).

Demand-Response and ADA Paratransit

The service area is extended to the west in Park Township, as shown in Figure 3, for Reserve-A-MAX bus service only. Reserve-A-MAX is a demand-responsive paratransit service for ADA cardholders, people 70 years or older, and people whose origins and/or destinations are farther than half of a mile from a bus stop. Passengers must schedule a reservation by 4:00 PM the day prior to travel. ADA cardholders can schedule a ride up to two weeks in advance. Non-ADA riders can schedule up to one week in advance. MAX does not accept recurring ride reservations.

One-way fares for Reserve-A-MAX are:

- $5.50 – Adults ages 18-69 and Medicare cardholders
- $2.30 – Seniors, ADA cardholders, and children under the age of 18

Riders have the option of paying their fare on board with cash or using a pass for their boarding. Passes can be purchased for one day, seven days, a semester (students only), or thirty days, and pass discounts are available for youth 5-17 years of age, seniors 70+ years of age, and individuals who are eligible for ADA-complementary transit.

To become a MAX ADA cardholder, riders must complete the MAX ADA application, which can only be requested by calling MAX customer service. The requested form is mailed or emailed to the customer, who then must fill out the form, have a medical professional complete the Medical Verification portion and return it to MAX via mail, email, or fax. Upon receiving the form, MAX's ADA Coordinator reviews the form for customer eligibility and verifies with the customer if they are eligible for ADA service. ADA eligibility must be renewed every 1-5 years. Customers requesting ADA service are given priority over non-ADA-eligible trips.

Fixed Route

Prior to service cuts due to COVID-19, MAX offered eleven fixed routes within the service area, detailed in Table 1. While many routes were reinstated, service is still currently limited. Table 1 reflects the limited-service condition. Fares for the fixed-route service are:

- $1.15 – Adults ages 18-64
- $0.50 – Seniors, Youth ages 5-7, Medicare Cardholders, and ADA Cardholders

When services were reinstated in March 2021, allowed trip types were limited to medical, employment, and grocery purposes. As of September 18, 2023, trips are allowed for all purposes during off-peak hours – 9:00am-1:59pm and 5:00pm-11:59pm.

Table 1. MAX Transit Service Information

Route Number/Name	Hours of Service	Headways
Route 1 – North Mall Area	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 2 – Butternut/136th	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 3 – Southshore Area	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 4 – Waverly/120th	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 5 – Washington/S. River	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 6 – Holland Heights	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 7 – Lincoln/Southtown	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 8 – Zeeland	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday/Sunday: No Service	60 min.
Route 9 – Twilight	Service Currently Suspended[1]	N/A
Route 10 - Twilight North	Service Currently Suspended[1]	N/A
Route 11 – James/E. Riley	Service Currently Suspended[2]	N/A
Demand Responsive – Reserve-A-MAX	Mon. – Fri.: 6:00 AM – 7:00 PM Saturday: 10:00 AM – 7:00 PM[3] Sunday: No Service	N/A
Demand Responsive – Night Owl	Mon. – Sat.: 7:00 PM – 12:00 AM[4] Sunday: No Service	N/A

1. When in service, routes operate Monday – Saturday 7:00 PM – 10:00 PM with 60-minute headways.
2. When in service, routes operate Monday – Friday 6:00 AM – 7:00 PM with 60-minute headways.
3. Service for dialysis, work, and grocery trips during peak hours; all trip purposes allowed during off-peak hours. Service does not include Park Township on Saturdays.
4. Demand Responsive Night Owl service area does not include Park Township.

All MAX transit buses are equipped with bike racks and are ADA compliant, featuring wheelchair lifts or ramps. MAX also offers one-on-one free training for people who would like to learn to ride the fixed-route and Reserve-A-MAX buses.

MAX's fixed route services all leave from the Depot at the beginning of the hour, every hour from 6:00am – 6:00pm. Each route takes approximately 50 minutes to run and returns to the Depot. After buses return to the Depot shortly before 7:00pm, service for the day ends, and any passengers that have ended their trip at the Depot are not able to connect to further service. Passengers wishing to make connections between the routes typically do so by riding the nearest line back to the transit center and then getting on the bus that will bring them closest to their destination. While there are a few routes that serve the same stops, the schedules of these routes are not designed to support riders transferring at the overlapping stops. The result is that the system is easy to understand because the timing of the transfers is the same across all lines, and regular riders know when their bus is supposed to arrive at their stop. However, if a rider arrives at the bus stop and the bus does not arrive when expected, the rider has no way to know if the bus has already gone by or is running late; either way, if a rider has missed the bus, another bus will not arrive for at least an hour.

Riders have the option of paying their fare on board with cash or using a pass for their boarding. Passes can be purchased for one day, seven days, a semester (students only), or thirty days, and pass discounts are available for youth 5-17 years of age, seniors 70+ years of age, Medicare cardholders, and individuals who are eligible for ADA-complementary transit.

The 7-Day Reserve-A-Max and 30-Day Reserve & Fixed Route passes can be purchased online with a credit card. Other passes can be purchased at the Depot with cash, check, or credit card or by phone.

Connections to Regional Services

MAX is connected to several other service providers, primarily through the Depot.

Figure 4. Regional connections to MAX service

The Padnos Transportation Center (the Depot) is located along Lincoln Avenue near its intersections with E 7th Street and E 8th Street. It functions as a transit hub and is the origin and destination of fixed routes 1-10. It also provides connections to both Amtrak and Indian Trails. There are sidewalk connections to the Depot, and signalized pedestrian crossings at the intersection of Lincoln Avenue and E 8th Street.

Amtrak is a national passenger rail service that provides transportation to over 500 locations via more than 30 routes. There are stations in 46 states with multiple stations in Canada as well. Holland is served by the Pere Marquette line, which provides daily service between Grand Rapids and Chicago.

From Holland, passengers on Indian trails can connect to Grand Rapids, where they can access routes headed east, south, or north; passengers in Holland can also head southwest to Chicago through South Haven, Benton Harbor, and Gary, IN. Indian Trails operates a bus service throughout the state of Michigan as well as providing stops in Indiana, Illinois, and Wisconsin. The Indian Trails service also provides connections to other national bus and rail networks, such as Amtrak. The Indian Trails service map is provided in Attachment A.

Allegan County Transportation's demand-response service will drop riders off at the Family Fair on Washington Ave, where riders can connect to MAX's Route 5.

The Interurban Transit Authority runs round-trip service to the Depot twice a day on Tuesdays ("Two Way Tuesday"). This service begins at Douglas City Hall and makes stops at Saugatuck City Hall and Saugatuck Township Hall before ending at the Depot and returning. The first trip begins from Douglas City Hall at 9:05am, arriving at the Depot at 9:40am before leaving at 10:10am for the return trip. The afternoon trip leaves Douglas City Hall at 1:05pm, arrives at the Depot at 1:40pm, and leaves for the return trip to at 2:10pm. Regular fare is $2.00 one way, and seniors over 61 years old, children under 12, and people with disabilities ride for $1.00 one way.

Other Neighboring Services

Currently, MAX does not connect with Harbor Transit. Harbor Transit provides a demand-response transit connection to Muskegon Area Transit at Trinity Health Lakes Village. A future connection between MAX and Harbor Transit would allow for travel from Holland to Muskegon. The Ottawa County Fillmore Street Complex has been identified as a potential connection for future exploration.

MAX Staffing and Operations

Staff

MAX has 70 employees, the majority of which are operations staff (including drivers, road supervisors, and managers). MAX has 32 full-time and 7 part-time drivers. MAX staff work across two different facilities – the Depot and the MAX Greenway building.
Dispatch and operations staff work out of the Greenway building. Customer service (CS) and administration staff work out of the Depot.

MAX's customer service staff are available from 6:00am - 5:00pm Monday - Friday, and 9:00 am to 3:00 pm on Saturday. Customer service is available in person and over phone and handles:

- all calls and walk in conversations for trip requests,
- questions and/or requests,
- assisting passengers with pass sales,
- filing complaints,
- filing lost and found reports,
- directing passengers to Amtrak or Indian trails for further information.

MAX vehicles have tablets that allow customer service representatives to see the location of vehicles to assist riders with questions about vehicle location and pick-up time.

Facilities and Fleet

The current MAX fleet includes:

- 19 Arboc cut-away buses, 14 of which are used for passenger service, and 10 of which are available for replacement in 2024 (5 are already on order),
- 9 Gillig buses, which are available for replacement in 2026, and
- 4 passenger vans which were procured for potential microtransit service but which are currently being used for the demand-responsive service.

The Gillig buses are generally used for MAX's eight fixed-route service lines, though Arboc cut-aways may be substituted as needed. Up to 17 Arbor cut-away buses may be used at a time for peak Reserve-A-MAX service hours. Generally, the Reserve-A-MAX vehicle schedule Monday through Saturday is:

- 7 buses from 5:30am – 12:30pm
- 2 buses from 9:30am – 5:30pm
- 2 buses from 10:30am – 6:30pm
- 5 buses from 11:30am – 7:30pm
- 2 buses from 4:00pm – 12:00am
- 1 bus from 5:00 pm – 12:00am

Finances

MAX's approved budgets for operating and maintenance expenses are $5,255,010 for 2023 and $5,777,014 for 2024. MAX is funded by a combination of fares, donations, state and federal grants, and property taxes. The jurisdictions included in MAX's property tax revenues include the Cities of Holland and Zeeland, Holland Charter Township, Zeeland Charter Township, and Park Township.

MAX Service Area Existing Conditions

MAX serves the greater Holland/Zeeland service area, which has seen significant changes since the last major MAX service update in 2007. This section of the memo describes important land use and population factors and trends.

Destinations and Land Use

Major Destinations

Figure 5 represents major areas destinations and their relation to MAX services.

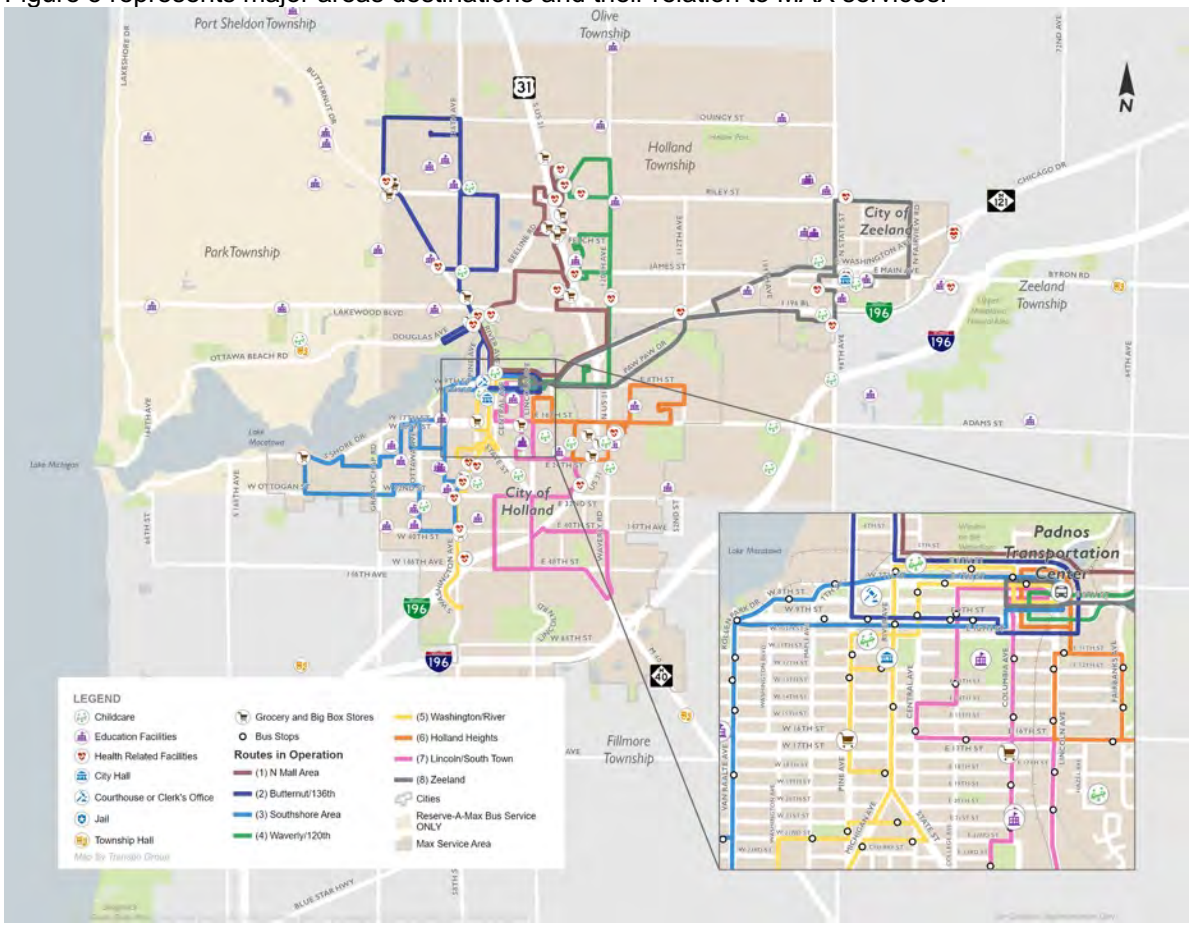


Figure 5. Major destinations in the MAX service area (source: MACC)

Employment Density

Figure 6 represents employment density and largest employers in the MAX service area. Areas of high-density employment include downtown City of Holland, downtown City of Zeeland, Holland Charter Township's Federal District, and the industrial corridors with major employers. The latter are primarily located along Waverly Road, 48th Street, 146th Ave in the City of Holland; James Street (east of 120th Ave), Riley Street, Quincy Street, and New Holland Street (west of US-31) in Holland Charter Township, and at the outskirts of Zeeland between 88th Ave, I-196, and Quincy Street.

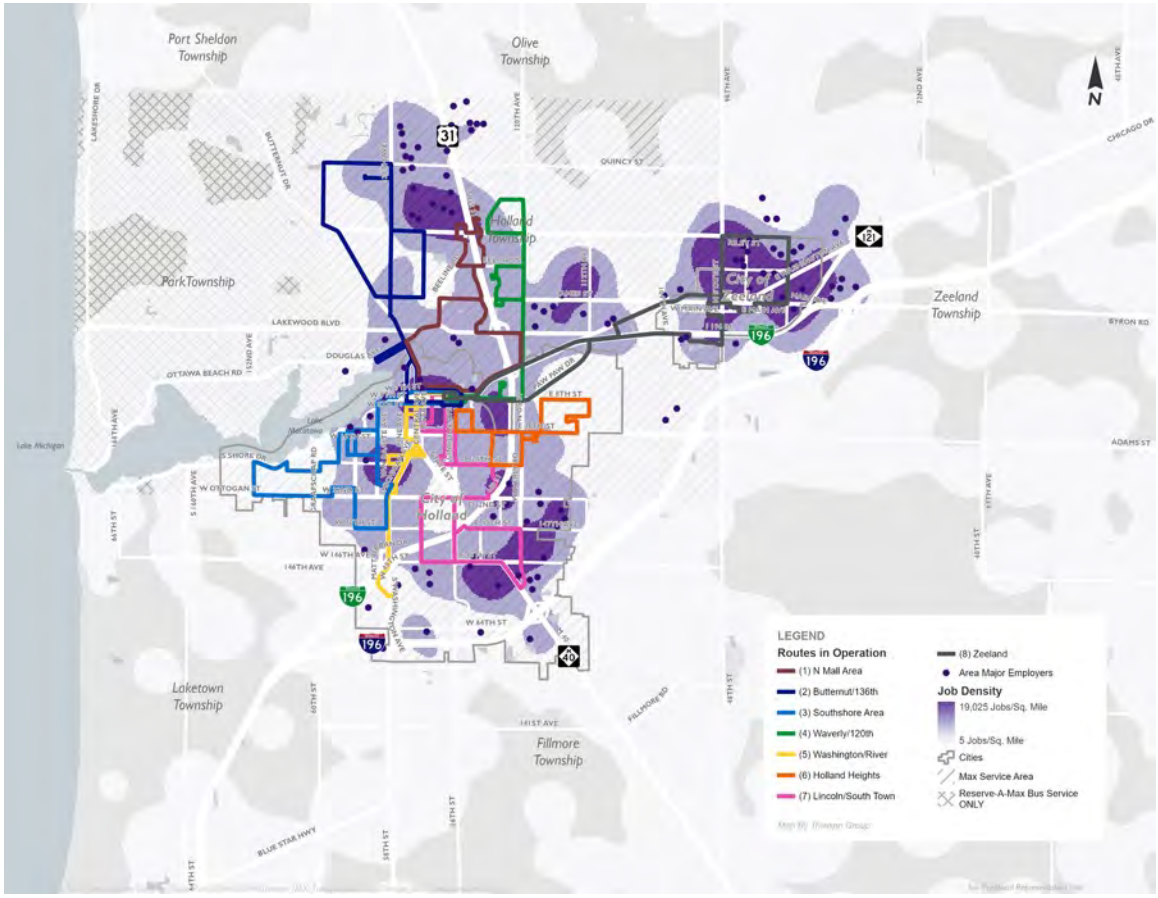


Figure 6. Employment density in the MAX service area (source: MACC and Longitudinal Employer Household Dynamics Census data 2021)

Cross-County Employment Patterns

Figure 7 shows the number of commuters that traveled between neighboring counties for work. Because the data is only available by county, we do not know the specific area commuters were traveling from or to. The largest commuter flows between Ottawa, Kent, and Allegan counties is from Ottawa to Kent, and the second largest is from Kent to Allegan.

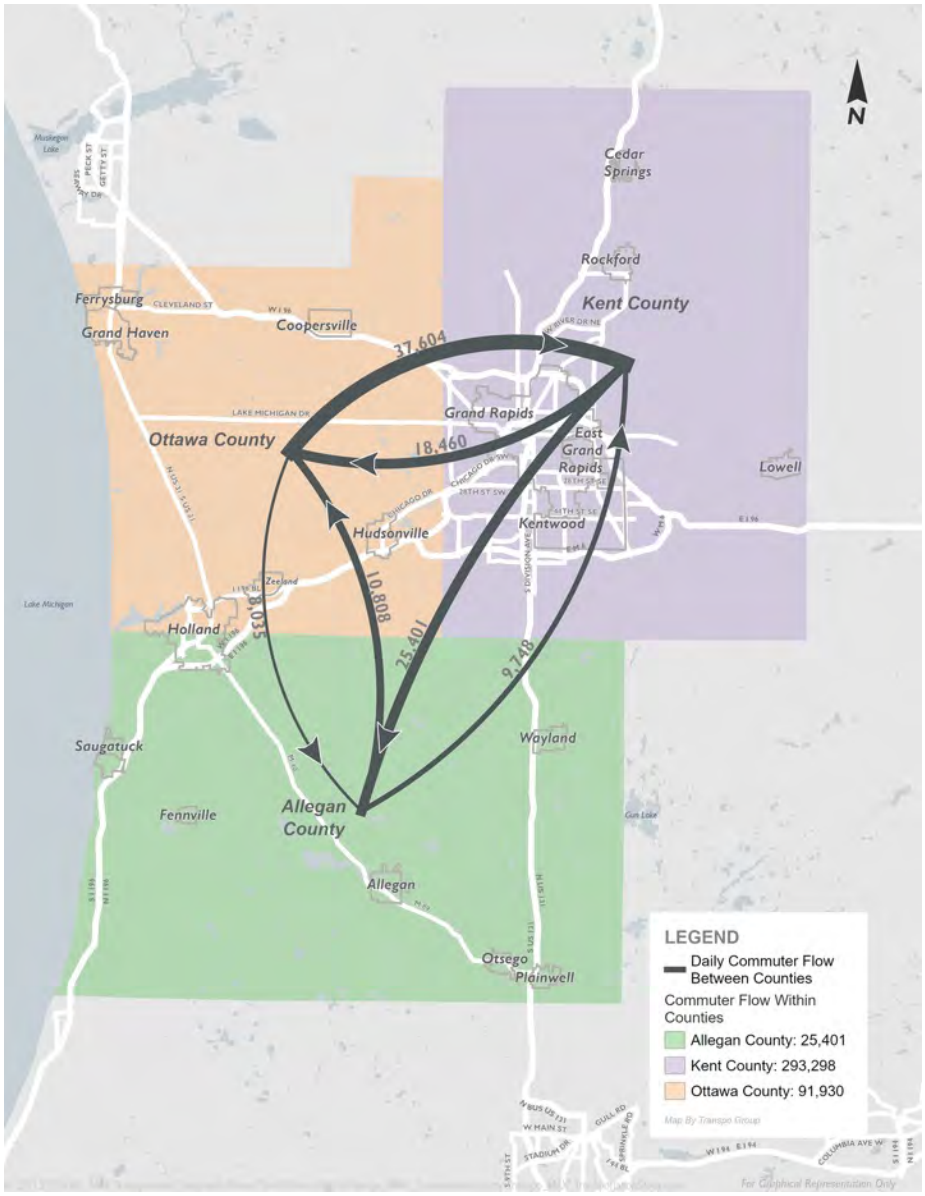
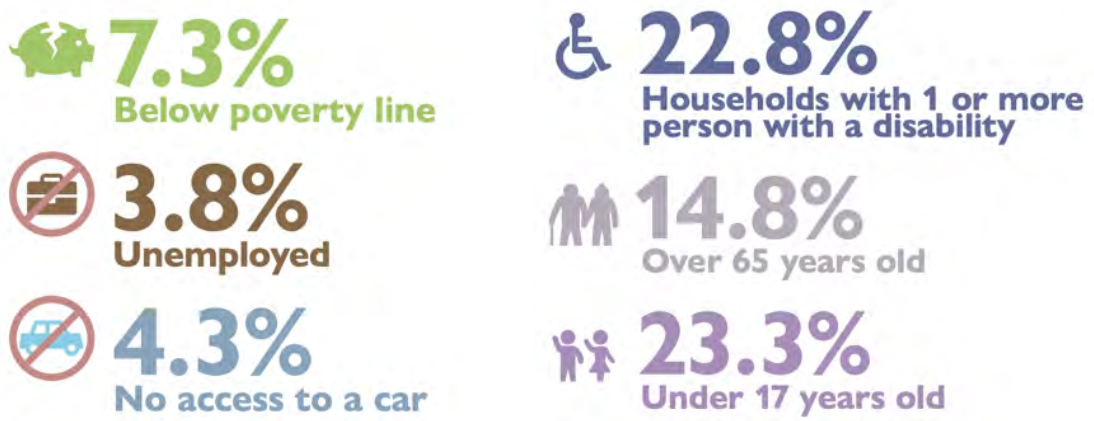


Figure 7. Daily commuter flow between counties in or neighboring the MAX service area (source: Longitudinal Employer Household Dynamics Census data 2021)

Population

Since 2010, the area served by MAX has experienced population changes that are likely to impact the need for transit services. Currently, some key population characteristics to consider include:



From 2010 to 2021, the population in the area served by MAX grew by about 7% (or 7000 individuals), but this growth was not evenly distributed throughout the area. This growth is discussed in further detail later and represented in Figure 10.

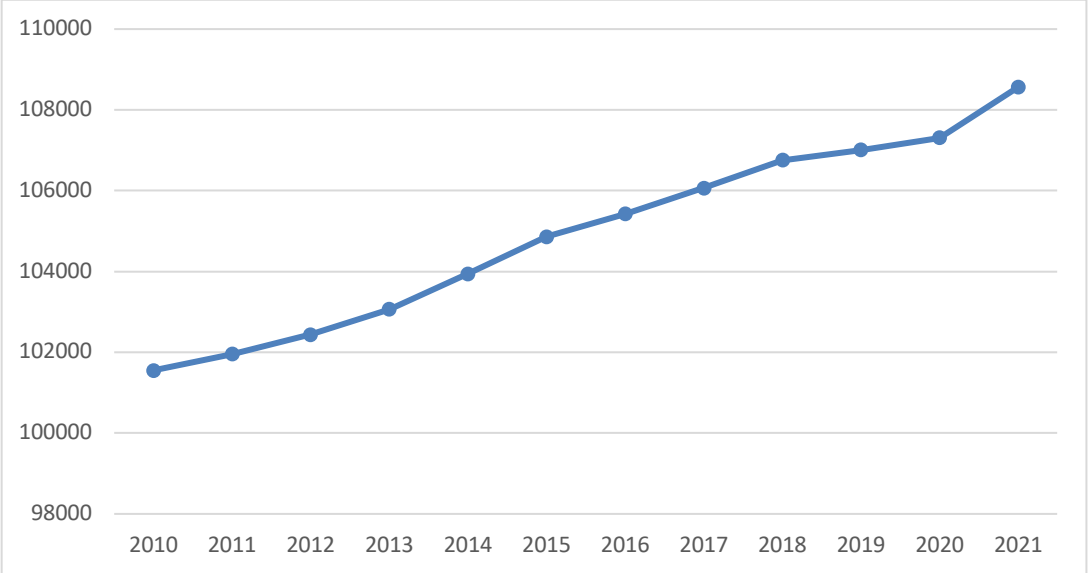


Figure 8. Population growth in area served by MAX 2010-2021 (source: ACS 5-year estimates)

This section includes an overview of the demographics and socioeconomic factors in the area. The demographic data presented in this section have been downloaded from the American Community Survey (ACS) 2021 5-year estimates.

Each individual's travel needs are unique, but for many of the factors described in the following pages, understanding the number and concentration of individuals with different characteristics can help inform where transit needs to go and when service should be available. This memo includes examples of how different characteristics could impact transit needs, but these are not meant to be comprehensive or indicative of the experience of all individuals with those characteristics.

Total Population and Population Density

Transit can more efficiently serve areas with higher densities of population than lower densities. If a residential area is high density, more potential riders are able to access a nearby transit stop, allowing the transit agency to avoid longer routes with more stops that are needed in lower density areas.

Figure 9 shows the population density map for the study area. There is a larger concentration of people living in the older neighborhood fabric of the City of Holland in and around Downtown, between Butternut Drive and US-31 in Holland Charter Township, and the Riley Street corridor between 120th Ave and 96th Ave in Holland Charter Township and the City of Zeeland. Under existing conditions, available transit services are centered within and mostly connect to other high population density areas. The study area has a total population of 81,181, with most living in the City of Holland and Holland Charter Township. For comparison, the entire populations of Ottawa County and Allegan County are 119,418 and 293,713, respectively, per the 2021 5-year ACS estimates.

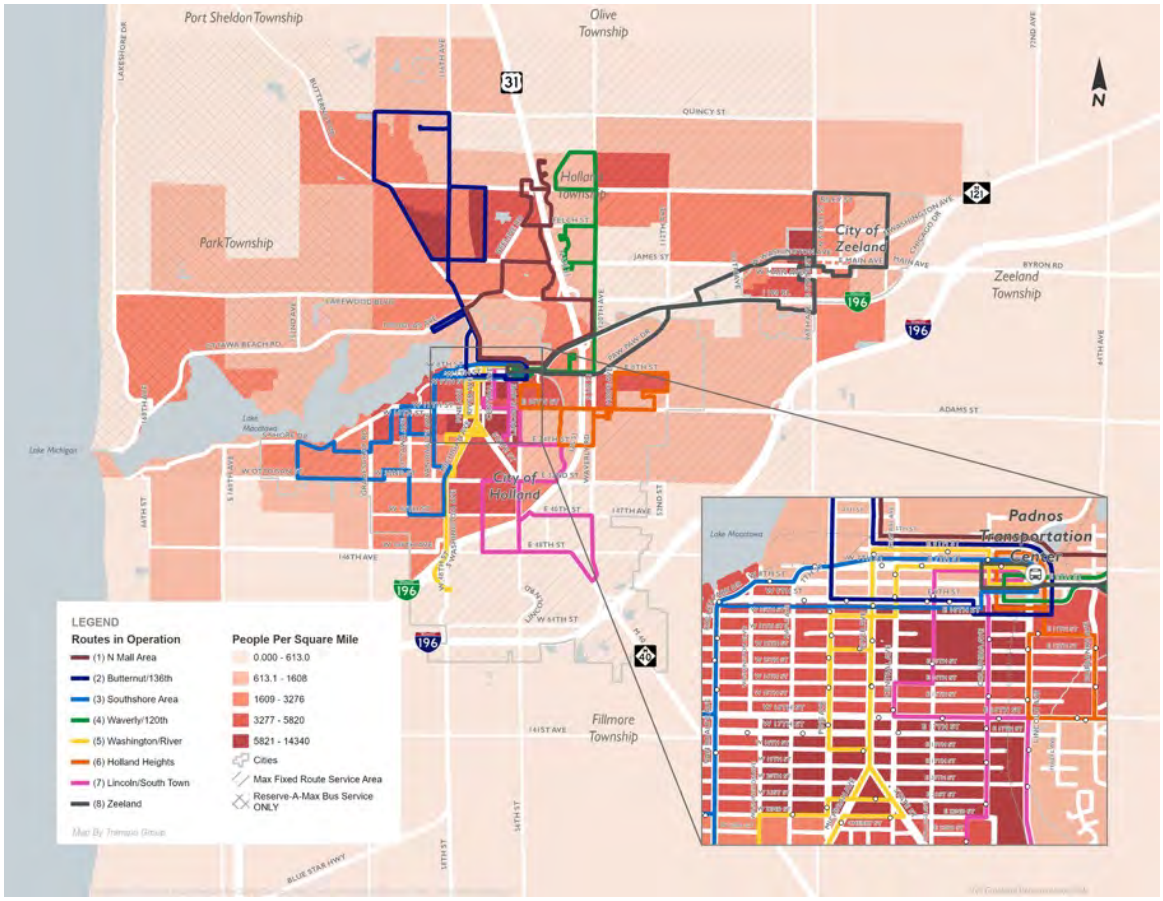


Figure 9. Population density of greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Since the last major MAX service redesign in 2007, the area served by MAX has grown by over 7,000 people.

The populations in Holland Charter Township and Zeeland Charter Township grew over 10% and over 22%, respectively, accounting for a combined population increase of over 5,800. Park Township grew by over 700 people, while the City of Zeeland and the City of Holland grew by fewer than 100 people and 360 people, respectively. Data for the City of Holland is split between the City of Holland in Allegan County and the City of Holland in Ottawa County; the Ottawa County portion of the City of Holland lost population from 2010 to 2021, while the Allegan County portion grew. Figure 10 represents these changes in population. These figures do not capture population shifts that have occurred since 2021.

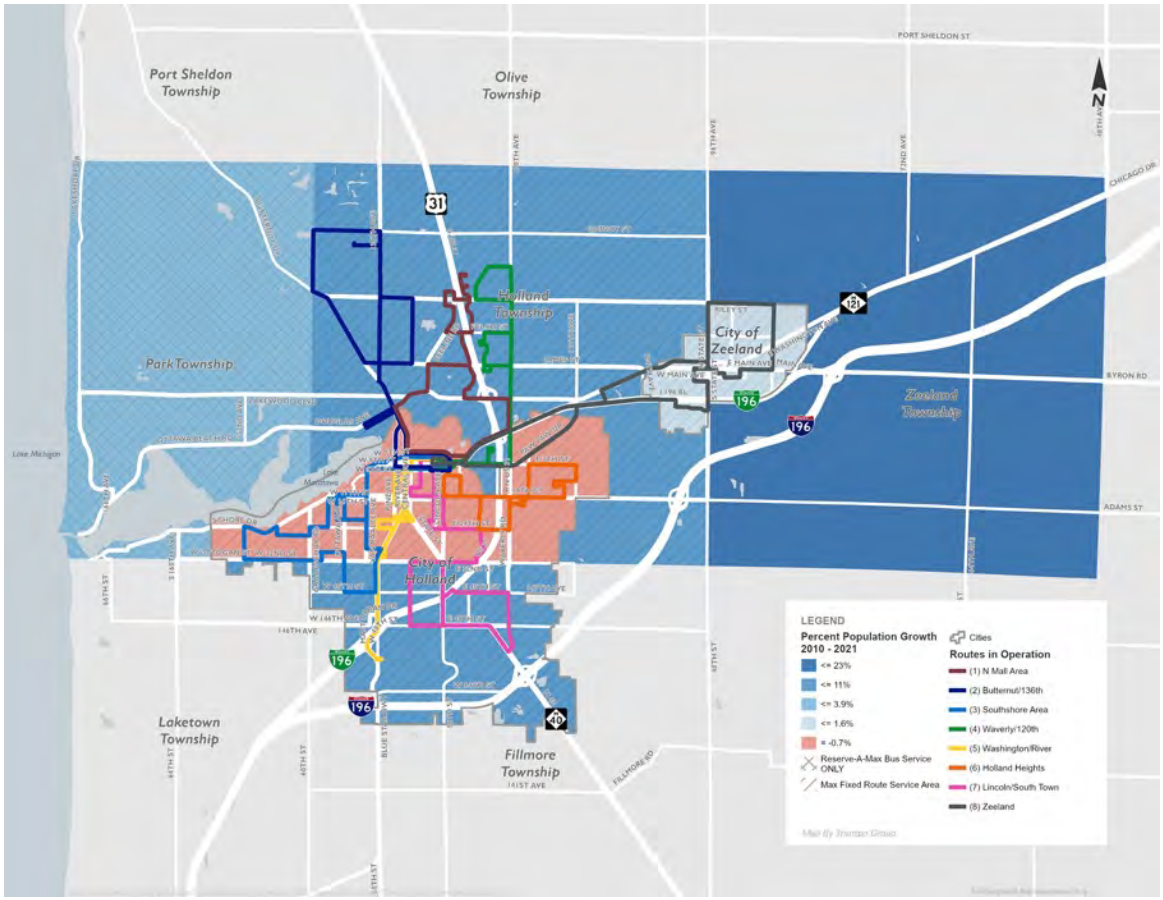


Figure 10. Population growth of greater Holland/Zeeland area between 2010-2021 (source: ACS 5-year estimates)

Age

An individual's age can impact their need for and use of transit. For example, individuals who are too young to drive may need to rely on transit to access school, after-school activities, employment, and social activities. Working-age individuals may need access to employment centers and routes that allow them to easily accomplish other tasks on their way to and from work. Older adults and retired individuals may want access to recreational or healthcare destinations during non-peak travel hours.

Between 2022-2023, MAX's ridership among older adults and youth has increased 31% and 14%, respectively.

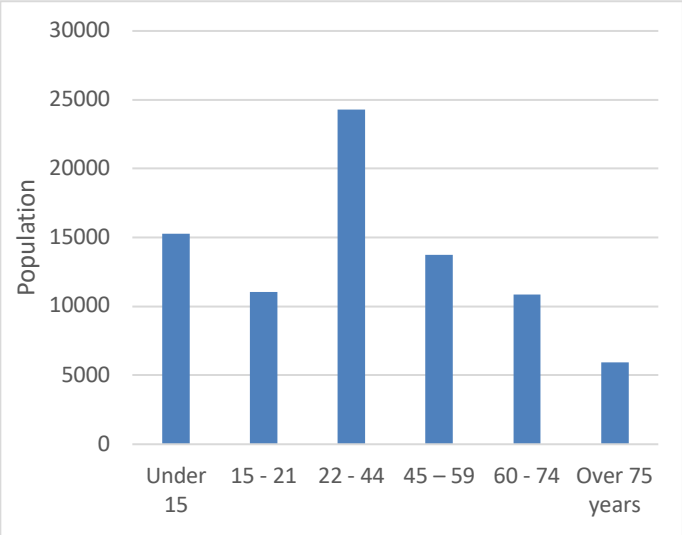


Figure 11. Age distribution of the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Figure 12 shows the percent of population above 60 years old. Figure 13 shows the percent of working age (18 to 55 years old) population.

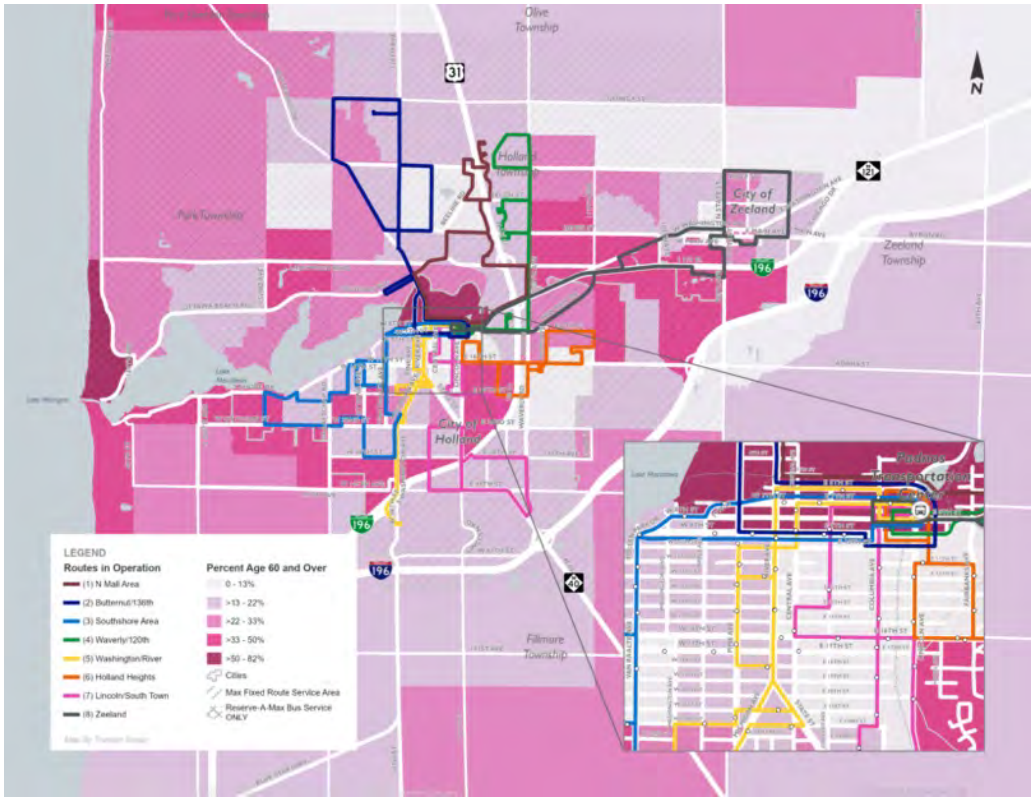


Figure 12. Percent of population above 60 years old in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Reserve-A-MAX's service in Park Township saw a nearly 300% increase in ridership among older adults from 2022-2023.

Traditionally, working-age individuals may have had a higher need for transit that allowed for Monday through Friday commute to an office or other workplace. With transitions due to COVID-19 and the impacts of shift work, the need for and timing of commute travel has become more spread out throughout the week and the day, and some commute trips have been eliminated altogether.

The business and organization survey conducted by the project team confirms these national trends, with nearly 2/3 of respondents indicating that their employees work remotely between one and four days a week. Please see the survey summary memo for more details.

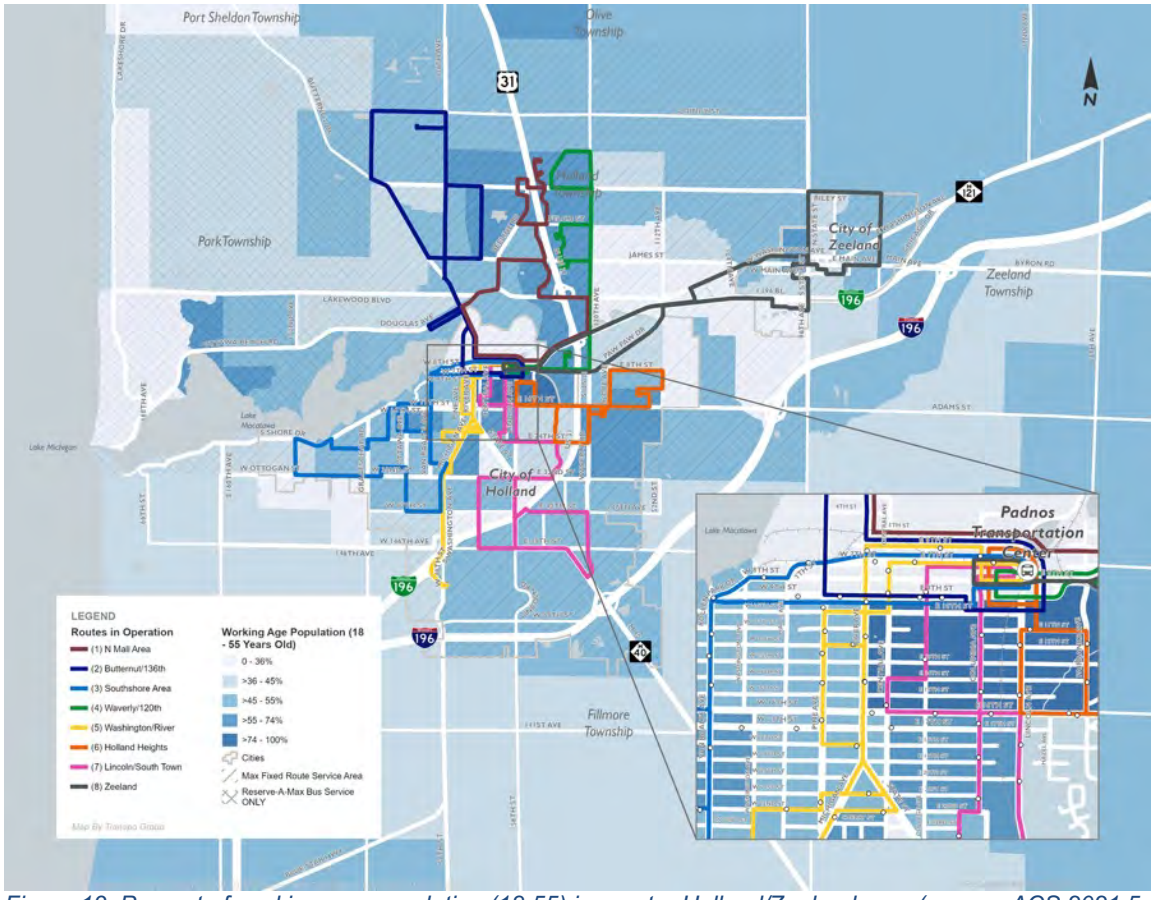


Figure 13. Percent of working age population (18-55) in greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Vehicle Access

Figure 14 shows the percentage of households with no access to a vehicle in the study area. On average, 3.3 percent of households in Ottawa County and 4.0 percent of households in Allegan County do not have access to a vehicle. This number is around 7.3 percent for the state of Michigan. Areas with less than average vehicle access include primarily the town center of Holland. This is likely due to more accessible access to services and amenities due to their proximity, higher levels of transit service, walkability in those areas, and the fact that Hope College is located downtown.

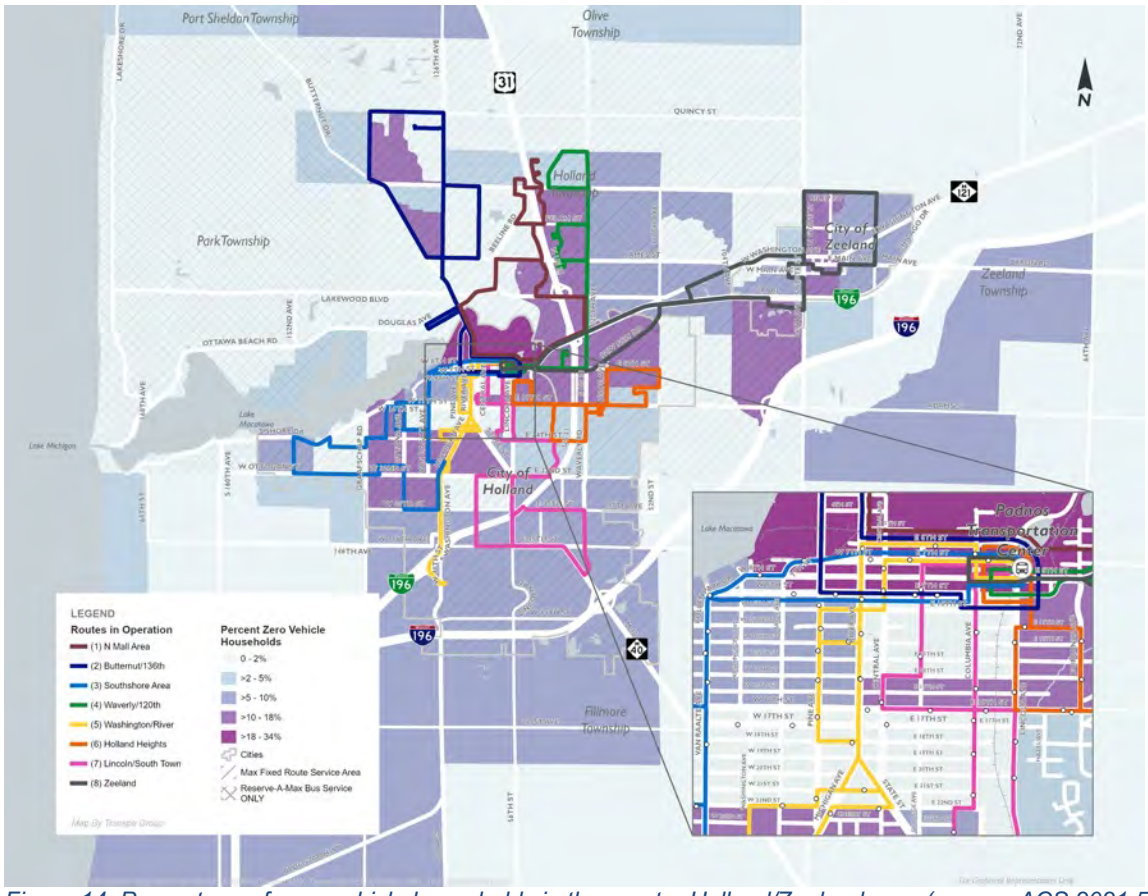


Figure 14. Percentage of zero-vehicle households in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Means of Commute to Work

Figure 15 shows the percentage of people who drove alone to work. On average, 82 percent, and 81 percent of residents in Ottawa and Allegan Counties, respectively, drove alone to work, while the average for the state was around 79 percent. This figure shows that most areas are on par with the county and state averages, ranging predominantly between 70 to 100 percent. It is noticeable that areas in urban centers show a lower percentage of driving alone. This is likely due to employment and residential areas being available in proximity within those areas, walking/biking options being available, and Hope College being located downtown.

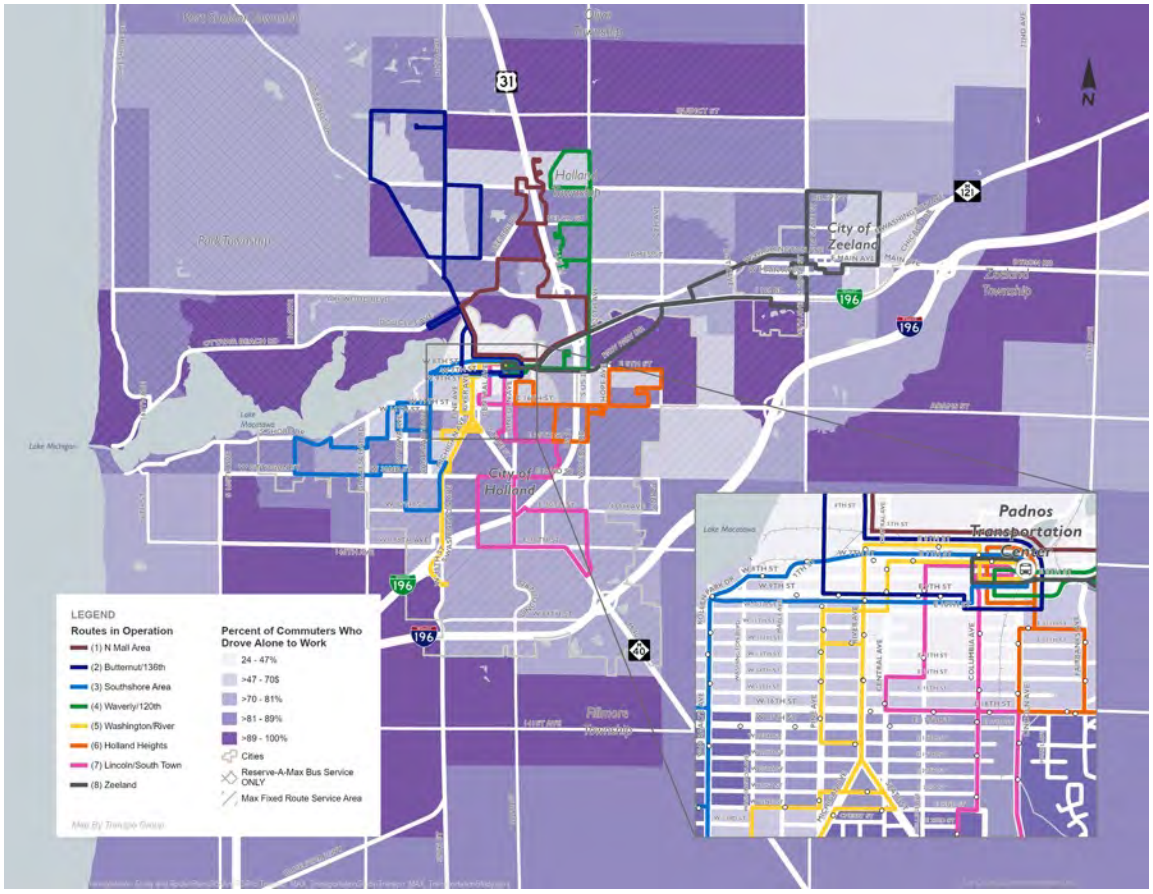


Figure 15. Percent of people driving alone to work in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Average Commute Duration

Figure 16 shows the average commute duration in minutes. Average commute times range between 10 minutes to 35 minutes. The raw data presented commute times as low as 0 to 5 minutes and as high as above 90 minutes. Commuters in some of the central parts of Holland Charter Township as well as the City of Holland and City of Zeeland have lower commute times compared to some other parts of the study area, such as the northern parts of Holland Charter Township and east of the City of Zeeland. Ottawa County and Allegan County have average commute times of 25.8 and 22.5 minutes, respectively. For the state, residents spend 26.6 minutes commuting on average. With MAX's current 60-minute frequency transit service that requires connecting through the Depot for most destinations, public transit is not likely to be an attractive alternative for employers who have access to a car, as it would likely increase their commute time by 100% or more.

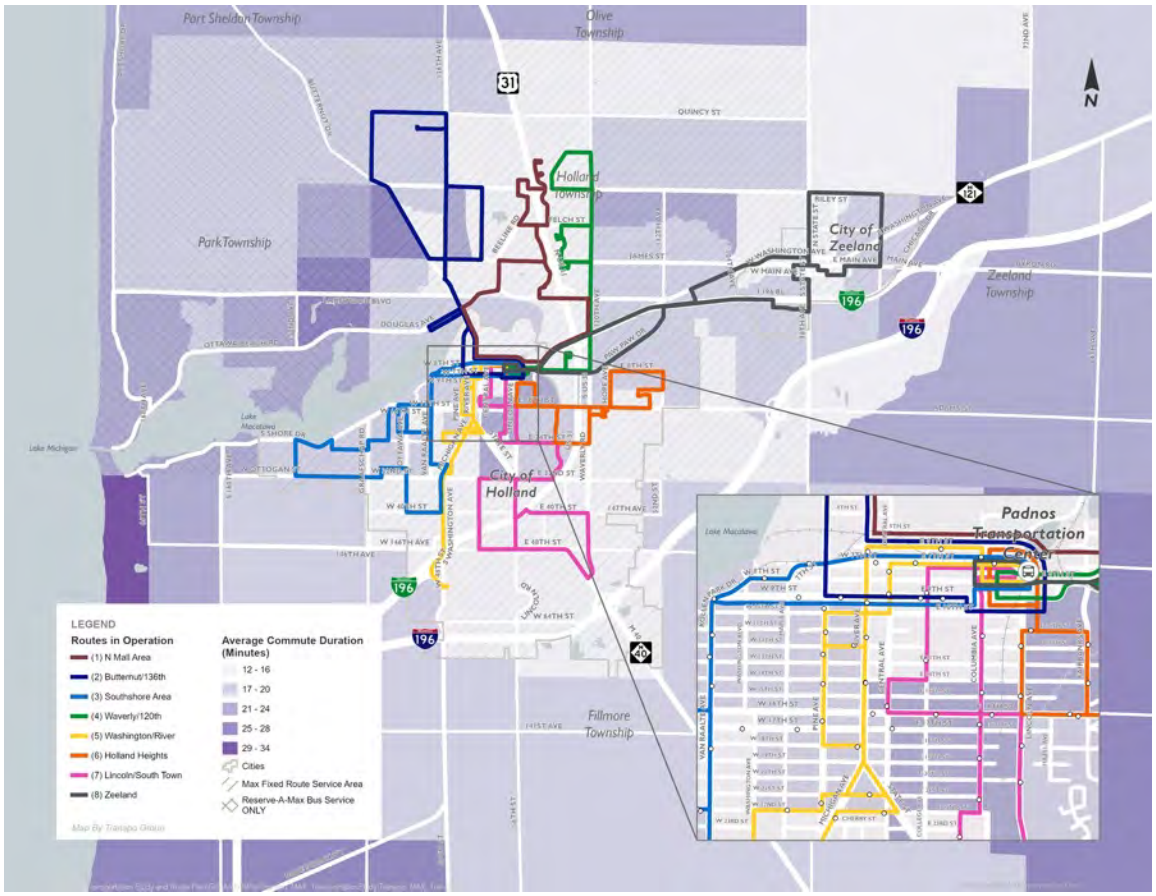


Figure 16. Average commute duration (in minutes) in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Minority Population

Figure 17 shows the minority population as a percentage of the population for the Census block groups in the study area. People from racial and ethnic minority groups make up 9.1 percent of Ottawa County residents and 12.4 percent of Allegan County residents. This is significantly lower than Michigan's average of 23.3%. In the MAX service area, most people from racial and ethnic minority groups have a Hispanic/Latino ethnicity, ranging from 7.2% of the population in Zeeland Charter Township to 30.1% of the population in Holland Charter Township. In comparison to its neighbors, Holland Charter Township has one of the most diverse populations, and a greater proportion of residents who identify as Hispanic, Asian, American Indian or Native Alaskan, or of two or more races.

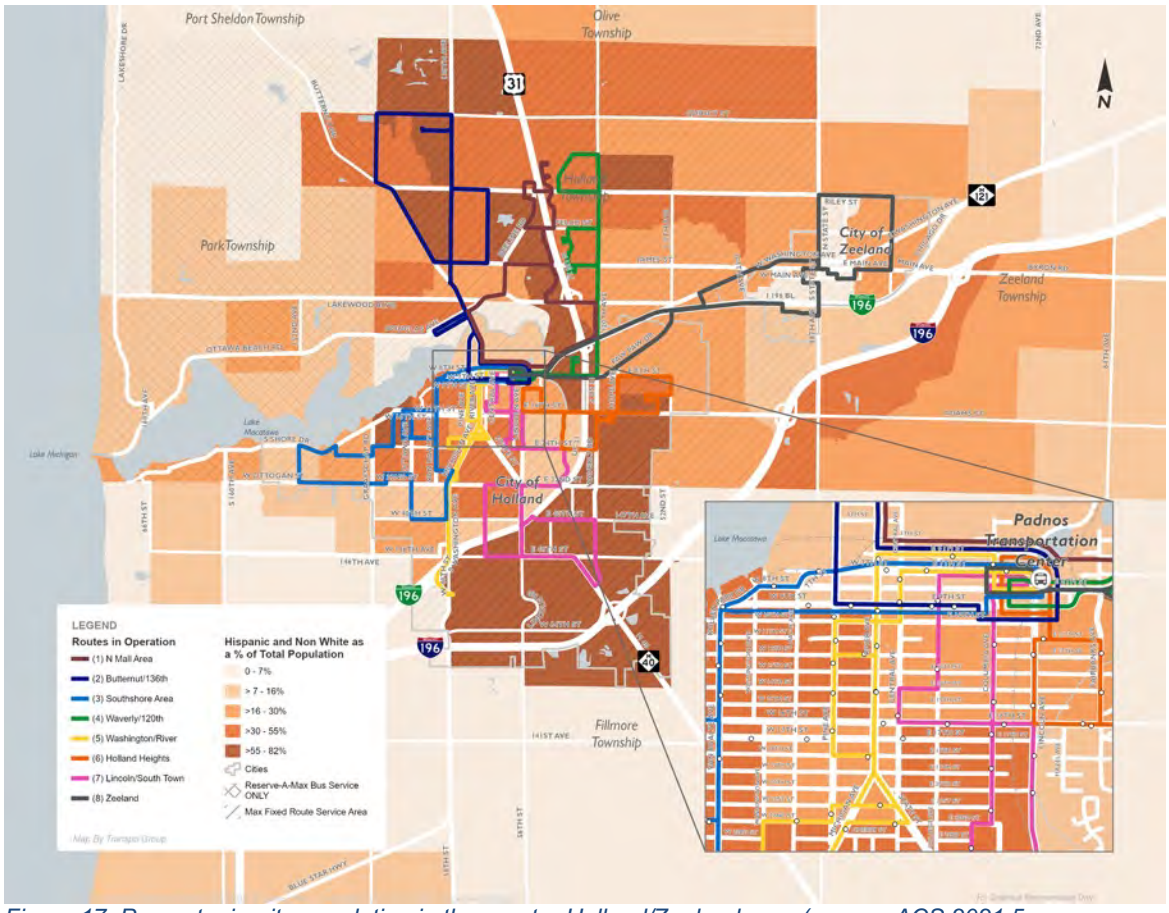


Figure 17. Percent minority population in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Population Below the Poverty Line

Figure 18 shows the percent of households below the federal poverty line by Census block group. On average, 7.7 percent of Ottawa County residents and 7.9 percent of Allegan County residents fall below the federal poverty level. This compares to about 11.8 percent for the entire state. There are areas as high as 47 percent of populations below the poverty line within the study area. In downtown Holland, the undergraduate student population at Hope College is a likely factor in the high poverty rates around the college.

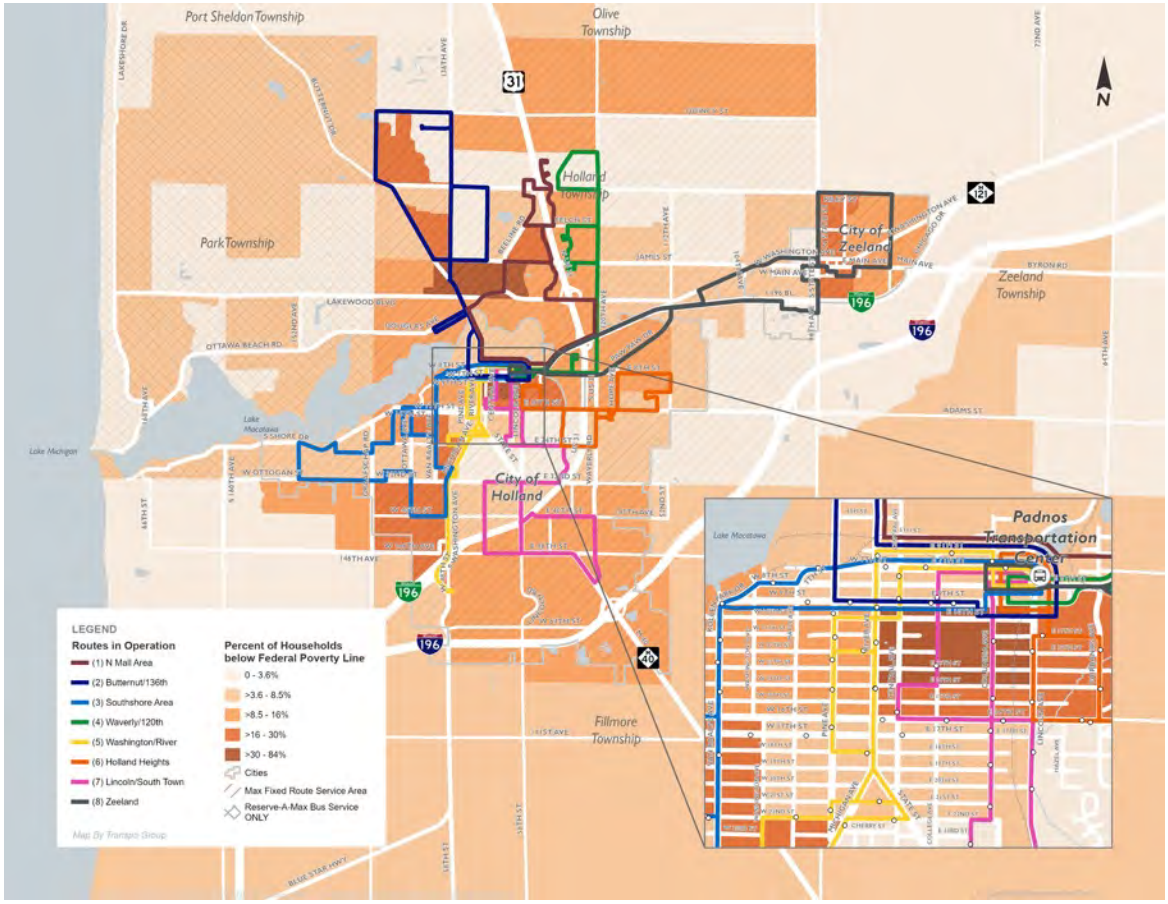


Figure 18. Percent of households below the federal poverty line in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

While the federal poverty line is a common measure of poverty, it is often criticized as not adequately representing socio-economic distress. One measure of poverty that may more comprehensively reflect households who 'are working but struggling to make ends meet' is the ALICE measure from the United Way.[1] According to that measure, in 2021 28% and 29% of households in Allegan County and Ottawa County, respectively, cannot afford essentials.

[1] https://www.unitedforalice.org/county-reports/michigan

Adults With a Disability

Figure 19 shows the percent of households with one or more adults with a disability in each Census block group. On average, 29.1 percent of adults in Ottawa County and 26.5 percent of adults in Allegan County have a disability, while this value is around 31.5 percent for the state of Michigan. Through the Census, individuals are able to identify different types of disabilities; these same options were provided through the community survey, where 56% of respondents who frequently ride identified as have a disability. See the community survey memo for more detail.

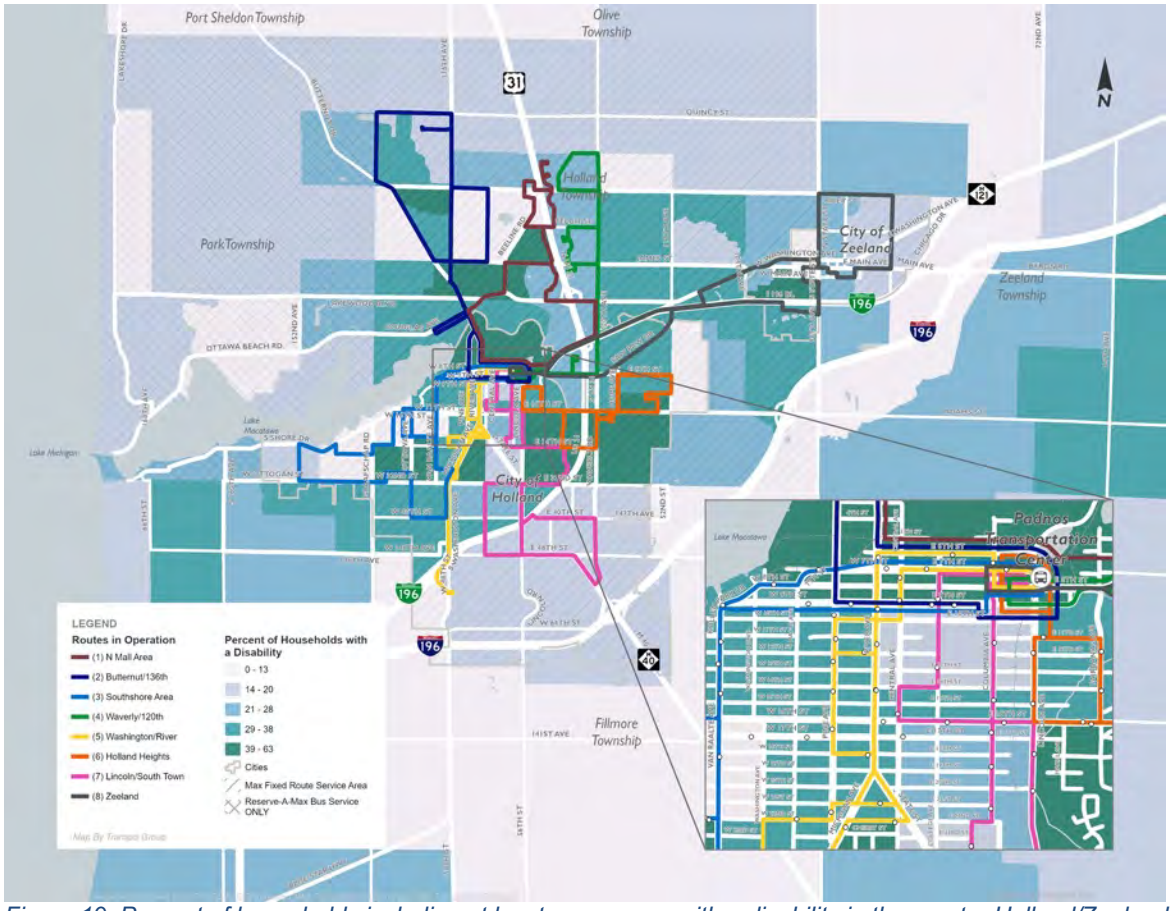


Figure 19. Percent of households including at least one person with a disability in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

Limited English Proficiency Populations

Figure 20 displays populations with Limited English Proficiency (LEP) in the study area. On average, 6.1 percent of Ottawa County residents and 7.1 percent of Allegan County residents have limited English proficiency. This value is around 9.0 percent for the state of Michigan. Spanish is the predominant language spoken at home outside of English. Other languages identified through the community survey include Dutch, Swahili, Laotian, and Amharic.

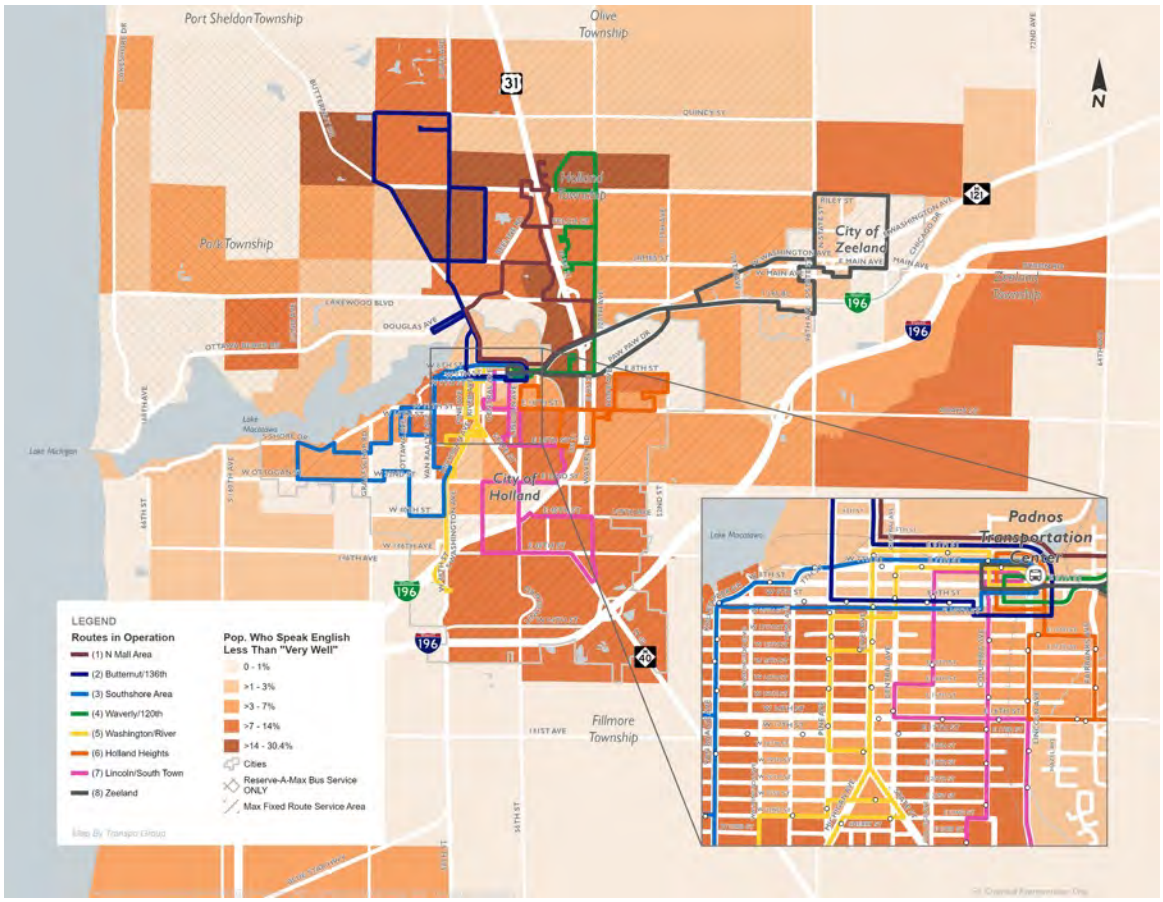


Figure 20. Percent of individuals who speak English less than "very well" in the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

MAX Performance

This section describes measures commonly used to understand how effectively a transit agency is providing service.

MAX Ridership

MAX ridership has seen fluctuation over the past decade, summarized in Table 2 and Table 3 for fixed-route service and demand-responsive service, respectively. Changes during the COVID-19 pandemic are similar to those seen across public transit in the U.S.

Table 2. MAX Yearly Fixed–Route Ridership 2013 – 2022

Fiscal Year	Routes In Service	Ridership	Percent Change from Prior Year
2023	**1-8**	**169,663**	**-4.94%**
2022[1]	1-8	178,496	129.31%
2021[2]	**1-8**	**77,841**	**-50.67%**
2020[2]	**1-11**	**157,807**	**-52.18%**
2019	**1-11**	**330,016**	**-3.36%**
2018	1-10	341,507	0.40%
2017	**1-10**	**340,160**	**-1.82%**
2016	**1-10**	**346,456**	**-5.64%**
2015	**1-9**	**367,166**	**-5.45%**
2014	1-9	388,329	4.76%
2013	1-9	370,686	5.50%

Note: **Bold** indicates a year in which ridership decreased from the previous year.
1. Fares increased in May 2022. Prior to May 2022, ADA and Medicare cardholders as well as seniors rode at no charge.
2. Fixed route service suspended from March 2020 – March 2021 due to COVID-19.

The fixed-route ridership data is shown graphically in Figure 21.

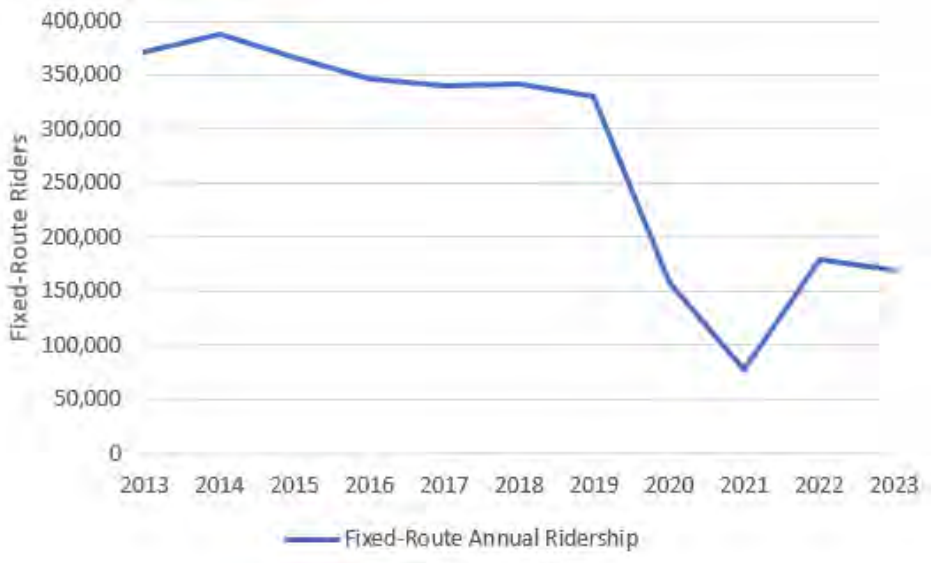


Figure 21. Fixed-route annual ridership

As shown in Table 2 and Figure 21, there were seven years in which ridership decreased from the previous year, and four years in which ridership increased from the previous year. As shown in Table 2 and Figure 21, there were seven years in which ridership decreased from the previous year, and four years in which ridership increased from the previous year. The most drastic decreases occurred in 2020 and 2021, attributed to the impacts of the COVID-19 pandemic and suspension of fixed-route service from March 2020 until March 2021. The two years of sharp decreases in ridership were followed by an increase in ridership of approximately 129 percent in 2022, then a decrease of approximately 5 percent in 2023.

Table 3. MAX Yearly Demand–Response Ridership 2013 – 2022

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**40,239**	**-19.09%**
2022	**49,730**	**-4.47%**
2021	**52,057**	**-16.89%**
2020	**62,638**	**-23.73%**
2019	**82,127**	**-7.44%**
2018	88,732	14.11%
2017	77,759	2.67%
2016	**75,738**	**-18.22%**
2015	**92,611**	**-7.72%**
2014	100,364	0.27%
2013	**100,095**	**-0.02%**

Note: **Bold** indicates a year in which ridership decreased from the previous year. Ridership is inclusive of Night Owl service.

The demand-response ridership is shown graphically in Figure 22.

Figure 22. Demand-response annual ridership

As shown in Table 3 and Figure 22, the demand-responsive service ridership data shows that there were eight years in which ridership decreased from the previous year, and three years in which ridership increased from the previous year. The largest decrease in ridership was in 2020, attributed to the impacts of COVID-19. Where fixed-route ridership increased in 2022, however, the demand-responsive ridership continued to decrease slightly.

Ridership data for each route for the previous five years is included in Attachment B.
The ridership trends for each route by year are shown in Figure 23.

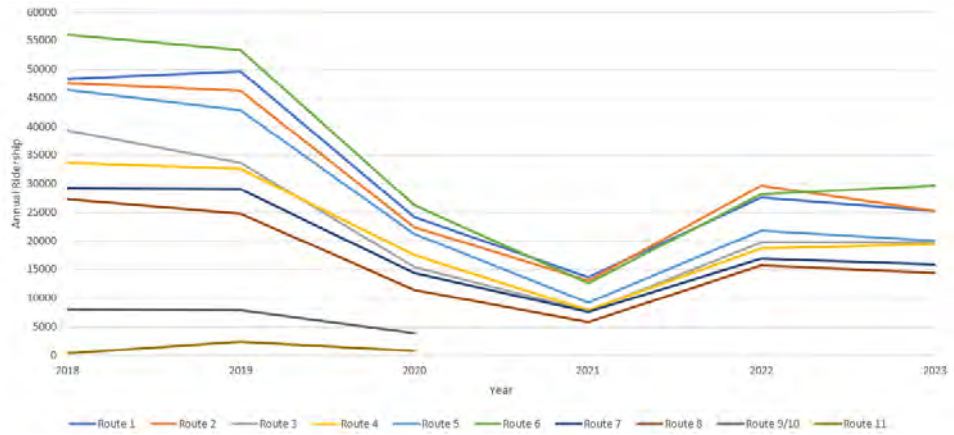


Figure 23. Ridership trends by route 2018-2022 (source: MAX)

As shown in Attachment B and Figure 23, there is a significant decrease in ridership for the routes from 2019 to 2021, followed by an increase in 2022, except for the Twilight Routes and Route 11 which were suspended in 2020. This trend is largely attributed to the effects of COVID-19. Prior to COVID-19, the three most active routes were Routes 6, 1, and 2. After the routes recovered in 2022, the three most active routes were still Routes 6, 1, and 2. The other routes maintained the same order of ridership activity from 2018 through 2022, although Routes 3 and 4 experienced a swap in order from 2020 through 2021. In 2023, Routes 3, 4 and 5 are projected to end at around 20,000 riders, which Routes 7 and 8 are projected to continue showing the lowest ridership around 15,000 riders.

MAX also collects data about how many passengers board at each stop. Figure 24 represents the average monthly ridership for each stop. The data for stops that are within 15 feet of one another have been combined.

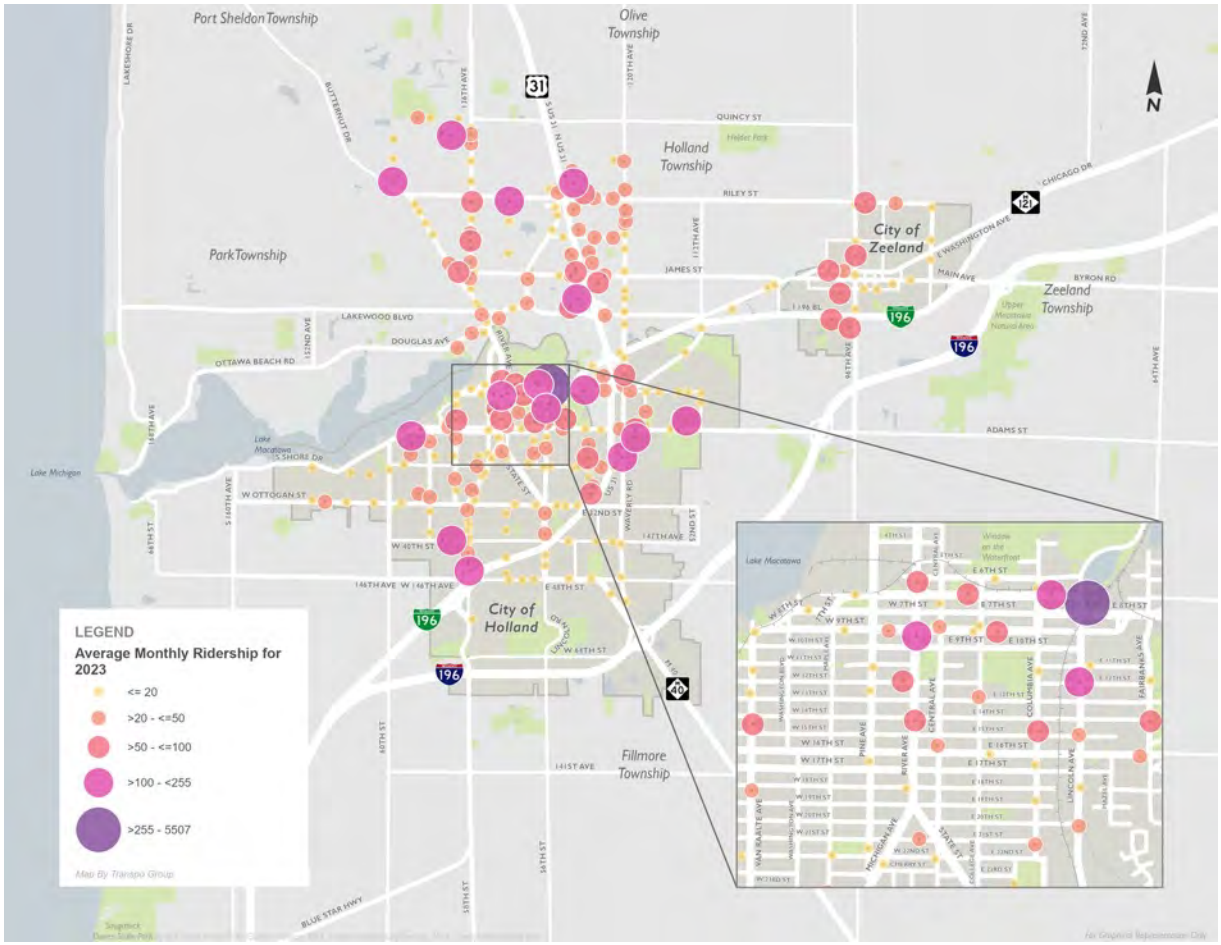


Figure 24. Average monthly ridership for MAX fixed-route bus services, October 2022 – September2023

Productivity and Effectiveness

The productivity and effectiveness of a transit service can be measured in several different ways, many of which are standard across the transit industry and are required reporting for transit agencies to receive federal and/or state funding. Some of these key measures are shared below.

Passenger Boardings per Vehicle Revenue Hour

Productivity was measured by obtaining the daily passenger boardings per daily vehicle revenue hour from the National Transit Database (NTD) for the past five years for which data was available (2017 – 2021). This data was then adjusted to reflect the daily passenger boardings per daily vehicle revenue hour per route, by dividing by how many routes were in operation during that particular year. The resulting data is shown in Table 14 and Figure 25 for Reserve-A-MAX/night owl service, the fixed-route service, and total operation.

Table 4. MAX Passenger Boardings Per Vehicle Revenue Hour Per Route

Fiscal Year	Demand Response/Night Owl	Fixed Route	Total
2021	1	0.63	0.26
2020	1.15	0.78	0.42
2019	1.25	0.75	0.50
2018	1.25	0.84	0.52
2017	1.3	1.03	0.55

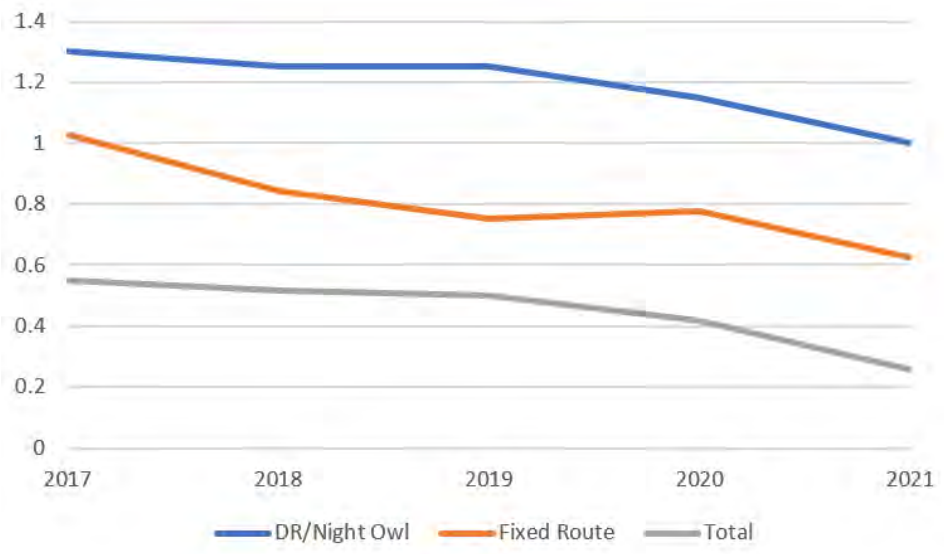


Figure 25. Passenger boarding per vehicle revenue hours by service type (source: NTD)

Because each of the fixed routes has the same revenue hours, their productivity ranking is the same as their ridership ranking, with routes 6, 1, and 2 being the most productive by revenue hours.

Farebox Recovery Ratio

One way of looking at the financial health of a transit agency is the percentage of operating costs that are covered by passenger fares – the farebox recovery ratio. Even in areas with significant public and private policy and financial support for public transit, farebox recovery ratios are almost always less than 100%, meaning that public transit, like other forms of transportation (such as driving, walking, biking, and flying), requires significant public investment to maintain services.

In 2019, MAX received $ 327,229 in fares for fixed route and Reserve-A-MAX combined. Based on the fare revenue from each service and the cost to operate each service, MAX's farebox recovery ratio was 5.1% for Reserve-A-MAX and 8.4% for fixed route services. In 2022, MAX received $86,230 in fares for the combined services - $31,514 for Reserve-A-MAX and $54,716 for fixed-route services.

On-Time Performance

Transit services should be designed so that the driver can serve individual stops on time and complete a full route in the allotted amount of time. In 2022-2023, MAX had a goal of 95% on-time

performance for the fixed-route system and Reserve-A-MAX, and MAX exceeded that goal with 96.7% and 99.3% on-time performance for the fixed-route system and Reserve-A-MAX, respectively.

Frequency

All MAX fixed route buses run once an hour. With such a low frequency, the fixed route services are unlikely to attract riders who have other options for mobility, especially when combined with the need to transfer for most destinations. However, among current riders surveyed, increasing frequency was the third-most selected request for improving MAX service, after providing weekend service and longer service hours each day. See the community survey memo for more details.

Service Relative to Population and Destinations

For transit services to effectively serve riders, the service needs to allow individuals to travel from their origin to their destination, considering other factors that are important to riders (cost, ease of travel, comfort and safety, duration of trip, etc.). In this section, we examine how MAX services relate to rider origins and destinations.

Population and Major Employers within Walking Distance to Stop

Generally, public transit riders are willing to travel further to a transit stop that connects them to high-frequency transit. For low-frequency services, like MAX, riders are less willing to travel to the stop, especially when they are not provided with real-time information about when the bus will arrive. Figure 26 represents areas within ¼ mile of a MAX bus stop. Currently, nearly 50,000 individuals (about 46% of the population in the jurisdictions served by MAX) live within ¼ mile of a MAX bus stop.

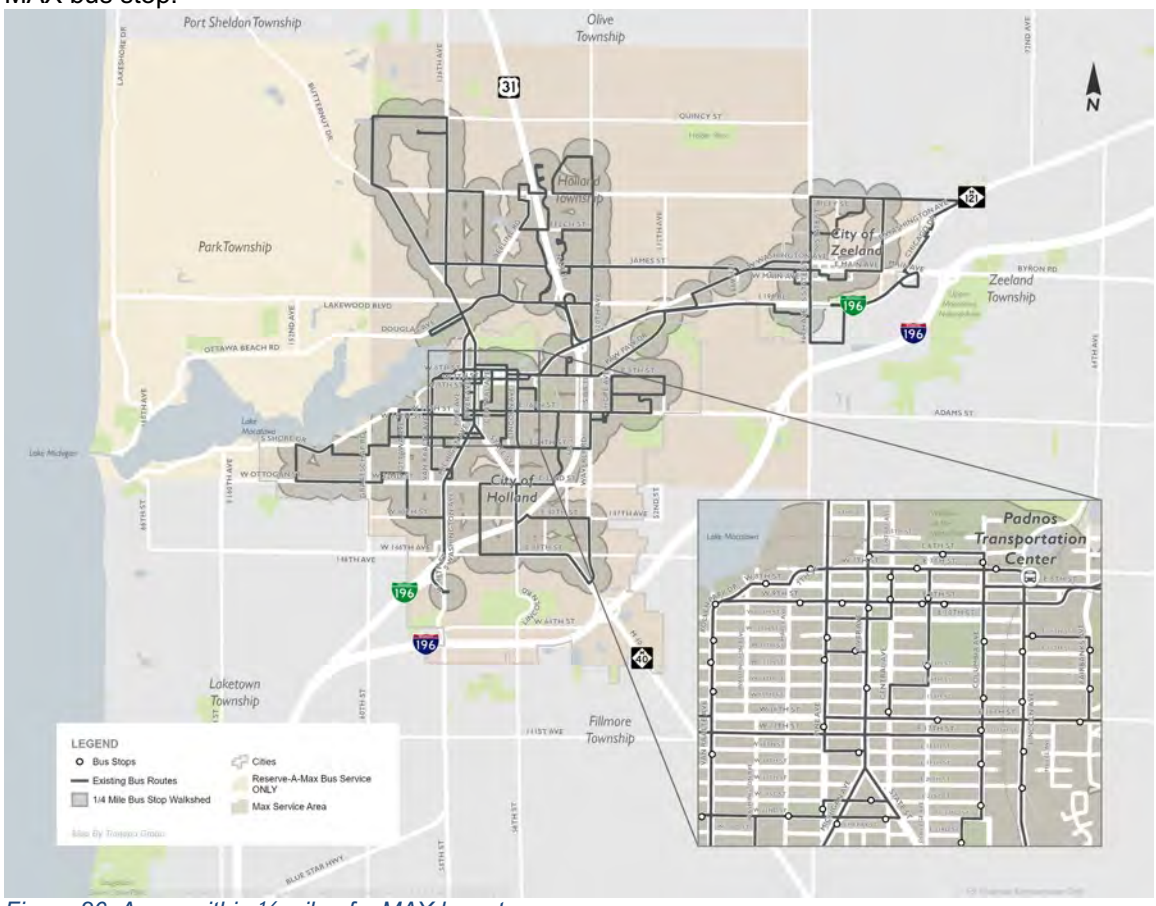


Figure 26. Areas within ¼ mile of a MAX bus stop

Figure 27 represents ¼ mile buffers around major employers. These buffer areas include 24% of MAX's existing bus stops.

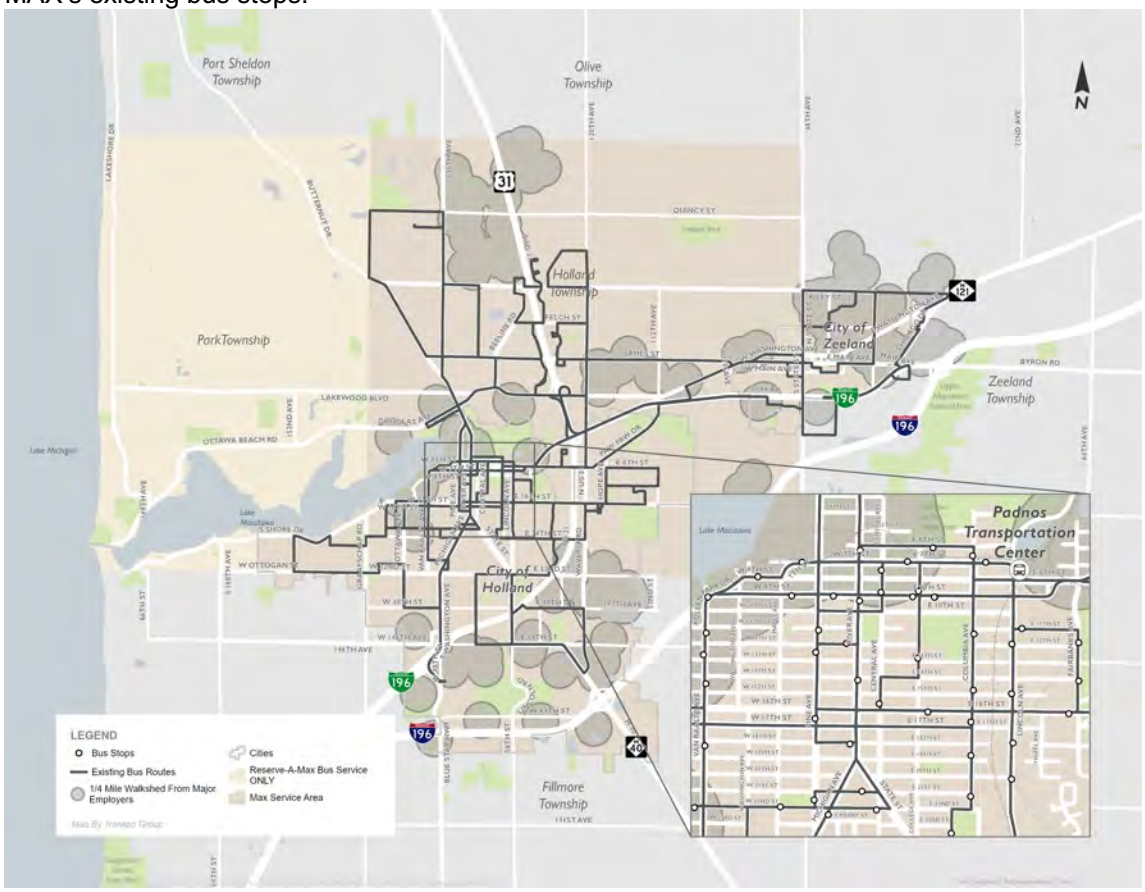


Figure 27. Areas within ¼ mile of major employers (source: MACC).

How Likely People Are to Use Transit

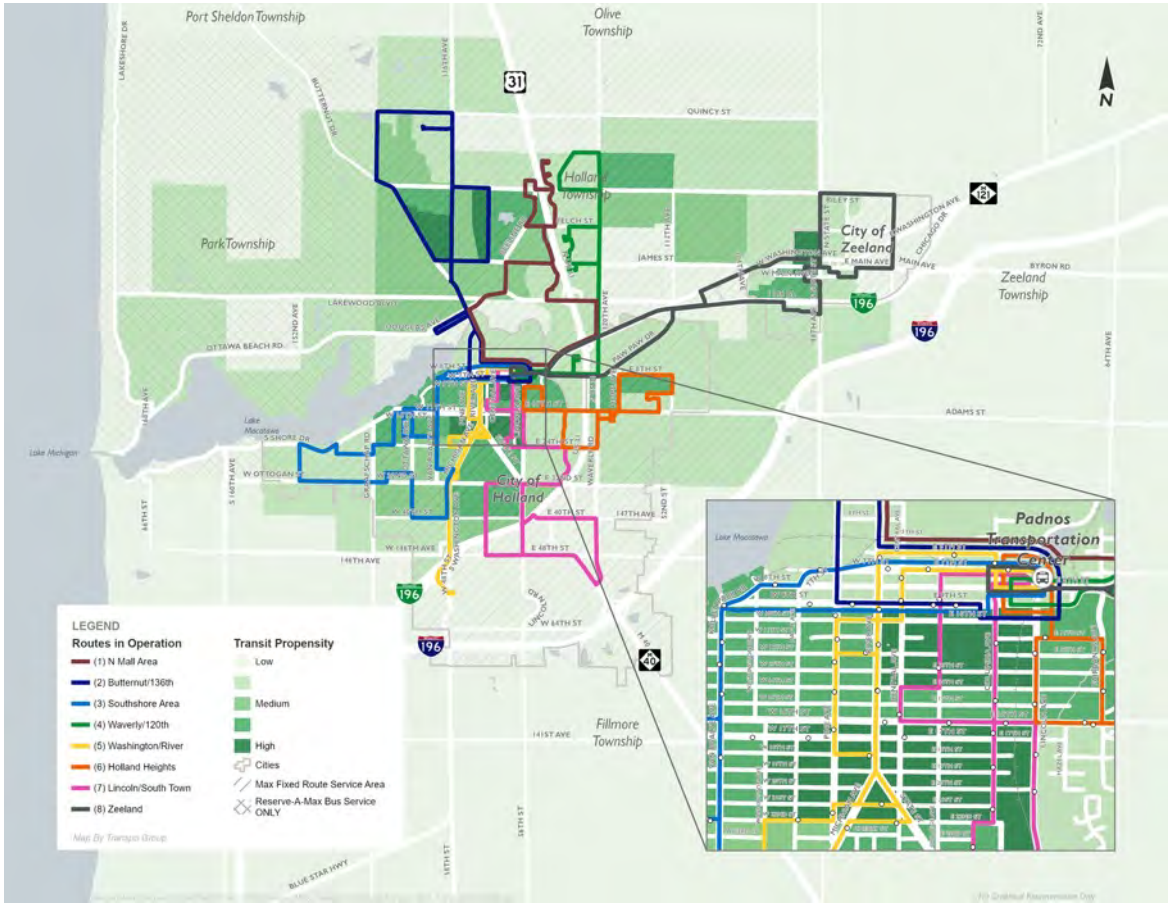


Figure 28. Transit propensity within the greater Holland/Zeeland area (source: ACS 2021 5-year estimates)

While each individual population characteristic examined in the section on the MAX service area may impact if and how an individual uses transit, these characteristics can be examined together to provide a more robust prediction of where transit use is likely. The Transit Propensity Index, developed by the Center for Urban Transportation Research at the University of South Florida, is one such measure that can be used to understand how likely it is that the population in an area would use transit services. The transit propensity is calculated based on a set of demographic characteristics that influence ridership. These characteristics include:

- The percentage of employed individuals that work in the service industry,
- The percentage of employed individuals from among the population of individuals employed or looking for work,
- The percentage of households without access to a vehicle, and
- The total population.

These factors are weighted and then normalized according to the geographic area (in square miles) under consideration. These geographic datasets were downloaded from the 2021 American Community Survey (ACS) five-year estimates and used to develop the transit propensity index.

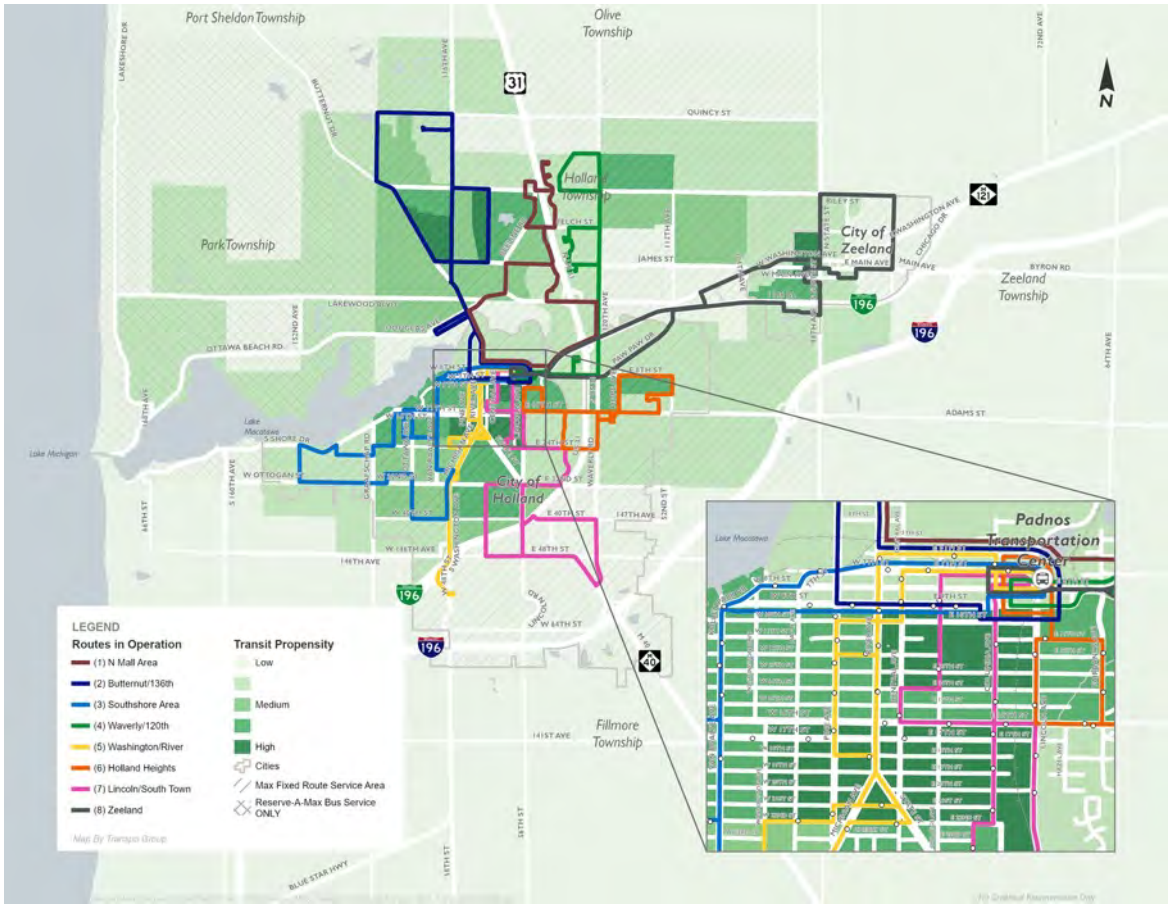


Figure 28 displays the overall transit propensity for the MAX service area by Census block group.

The transit propensity index shows that the MAX service area has a high level of expected transit ridership in downtown Holland, downtown Zeeland, and parts of Holland Charter Township along Butternut Drive and Riley Street.

The results of this analysis indicate that most areas with high transit propensity are currently served by fixed-route bus service. However, some smaller areas with moderate transit propensity, such as the east-west Riley Street corridor between Butternut Drive and 96th Avenue have gaps between the current fixed-route services because of the hub-and-spoke system. In addition, some areas with low transit propensity are served by fixed-route service, such as the East Lakewood Boulevard, E. 40th Street, and E. 48th Street areas.

It should be noted that the transit propensity index is also based on point-in-time data derived from the ACSC 2021 5-year estimates. Even through COVID, the Holland/Zeeland community has experienced significant economic growth and remains one of the fastest growing populations in Michigan. Because the index puts a stronger emphasis on service industry jobs than other jobs, it may not reflect opportunities in growing industrial areas, such as those that have seen marked expansions among major employers. New residential developments have also been constructed or are under construction along Quincy Street, Riley Street, 120th Ave, Waverly Road, E. 16th Street / Adams Street, and E. 24th Street. This will likely present new opportunities to revisit the current fixed-route services, explore shifts to demand-response services in lower travel propensity areas, and evaluate the potential for piloting microtransit in select zones.

Connecting Travel Patterns

To better understand how MAX riders make connections between fixed routes, the team conducted a survey at the Depot. As fixed-route riders made connections between routes, they were asked to identify their starting bus stop and their final destination bus stop. Specific addresses were aggregated into the center of the Census block group in which the address is located. Figure 29 represents lines connecting those sample trips. Though all trips connected through the Depot, the map shows them as direct lines to help better represent the trip the rider needed to make.

The transfer survey was conducted on a Thursday in September 2023 from 7am to 7pm at the Depot. Passengers were polled during the brief transfer windows between the 50th minute when buses arrive back at the transfer center, and the 60th minute when the buses depart. Because of the time constraints, not all transfer passengers participated. The Depot was the final destination only for a small handful of passengers; most, if not all, were transfer passengers. The results shown here are a sample. For a more holistic and representative analysis, additional surveys could be conducted on other days of the week to get a sense of the predominant travel patterns.

With the above caveat, it is still notable that most trips appear to be cross-municipal connections, between the City of Holland and City of Zeeland, City of Holland and Holland Charter Township, and between Holland Charter Township and the City of Zeeland. Key destinations which emerged were often shaped by employment, errands/shopping, or social services support. The extensiveness of the transfers reflects the inherent limitations of a hub-and-spoke model, but also the opportunity to revisit how the fixed routes are set up within and across municipalities.

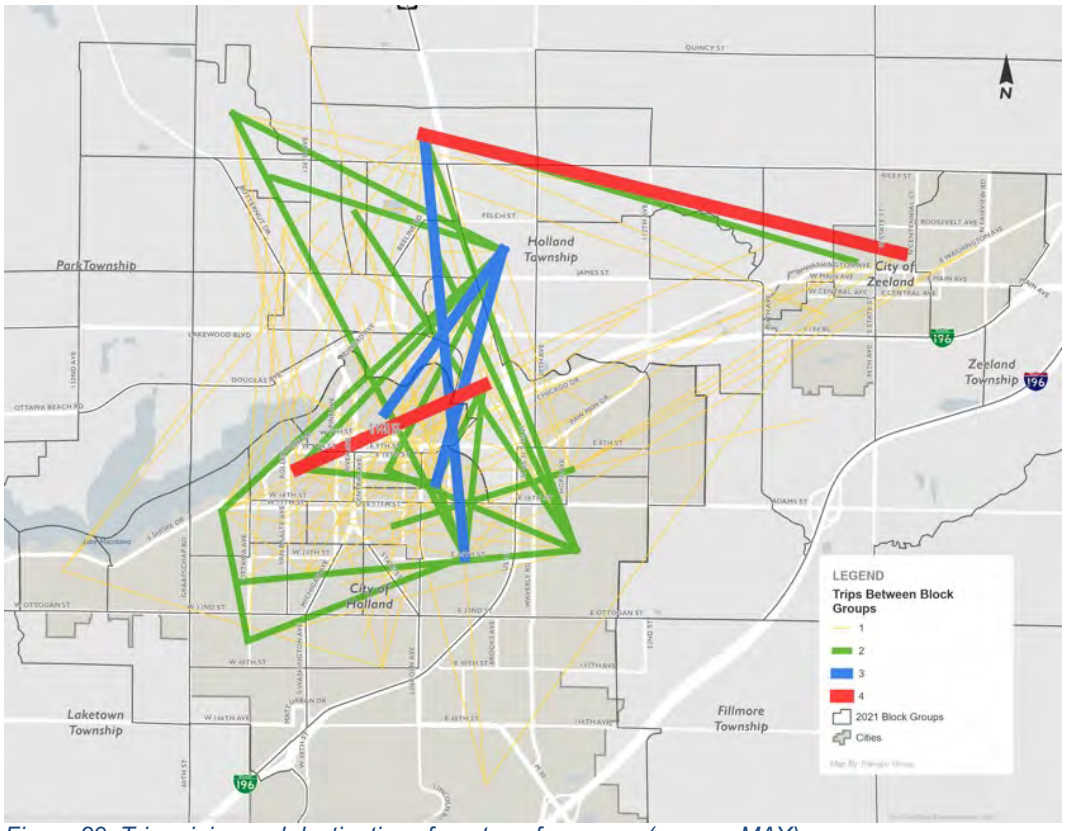


Figure 29. Trip origins and destinations from transfer survey (source: MAX)

Recent Growth

While the Transit Propensity Index can be a useful indicator of likely transit demand, it should be considered alongside other factors, such as population changes since the most recent Census data and changes in land use. Figure 30 represents new or upcoming land use changes that may impact the need for transit services in the near future.

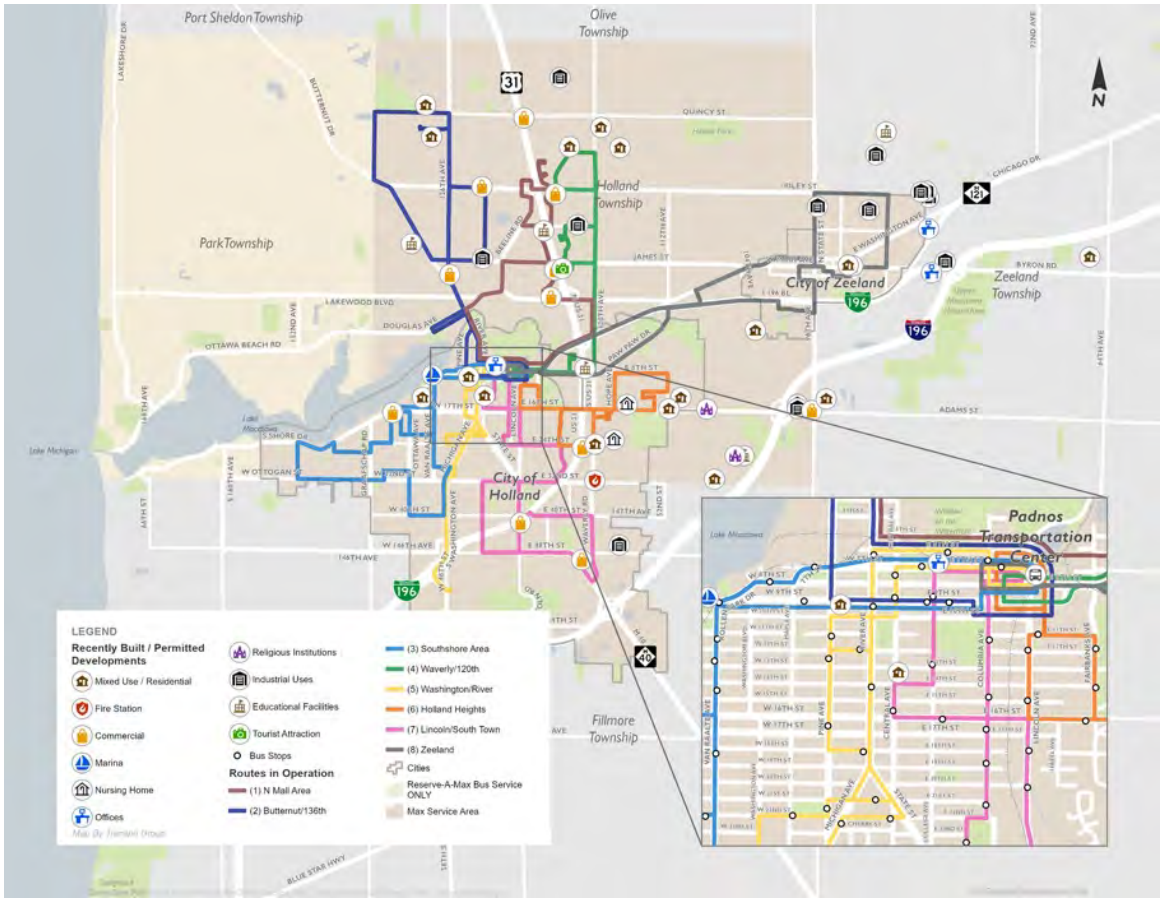


Figure 30. Planning Commission-approved projects from Jan 2022-Sept 2023

Peer Comparisons

A peer comparison was completed, evaluating several metrics including farebox recovery, operating expense per passenger trip and per operating hour, and trips per revenue hour. The data was collected from the Florida Transit Information System (FTIS). The FTIS records data from both the urban National Transit Database (NTD) and the rural NTD. It then allows the user to compare data for select years. In this case, data for 2019, 2020, and 2021 was used for the peer comparison. For comparison, the following operators were selected:

- Manchester Transit Authority
- City of Sheboygan
- City of Wausau
- Livingston County Board of Commissioners (Demand Response Only)
- City of Dubuque

The peers were selected based on total likeness score, a metric that is calculated based on the percent difference between a potential peer's value for a certain factor and the target agency's value. Each of the operators selected for comparison operate a fixed-route service with the exception of the Livingston County Board of Commissioners.

For the years of 2019, 2020, and 2021[2], the peer data was compared to MAX data for the following metrics:

- Farebox recovery
- Operating expense per passenger trip
- Operating expense per revenue hour
- Trips per revenue hour

Comparisons were treated separately between the fixed route services and the demand response services.

Farebox Recovery

The farebox recovery ratio represents the percentage of operating expenses that are recouped by passenger fares. As shown in Figure 31, the farebox ratio for the fixed route service varied from just under 14 percent (Manchester Transit Authority, 2019) to 0 percent (MAX, 2021) when fares were not collected. In comparison to the other operators, the MAX fixed route service farebox recovery ratio is lower in 2019 and 2020 by a range of 0.44 to 7.37 percent.

For the demand-response services, the farebox ratio varied widely from approximately 42 percent (City of Sheboygan, 2019) to 0 percent (MAX, 2021). In comparison to the other operators, the Reserve-A-MAX farebox recovery ratio is relatively similar to that of the Manchester Transit Authority and City of Wausau, Wisconsin in 2019, with values ranging from 4.92 percent to 6.43 percent across the three operators. In 2020, the Livingston County Board of Commissioners is also similar to this group of three, with the group's values ranging from 1.28 percent to 2.76 percent. This data is shown in Figure 32.

[2] NTD data for 2022 is not yet available through NTD.

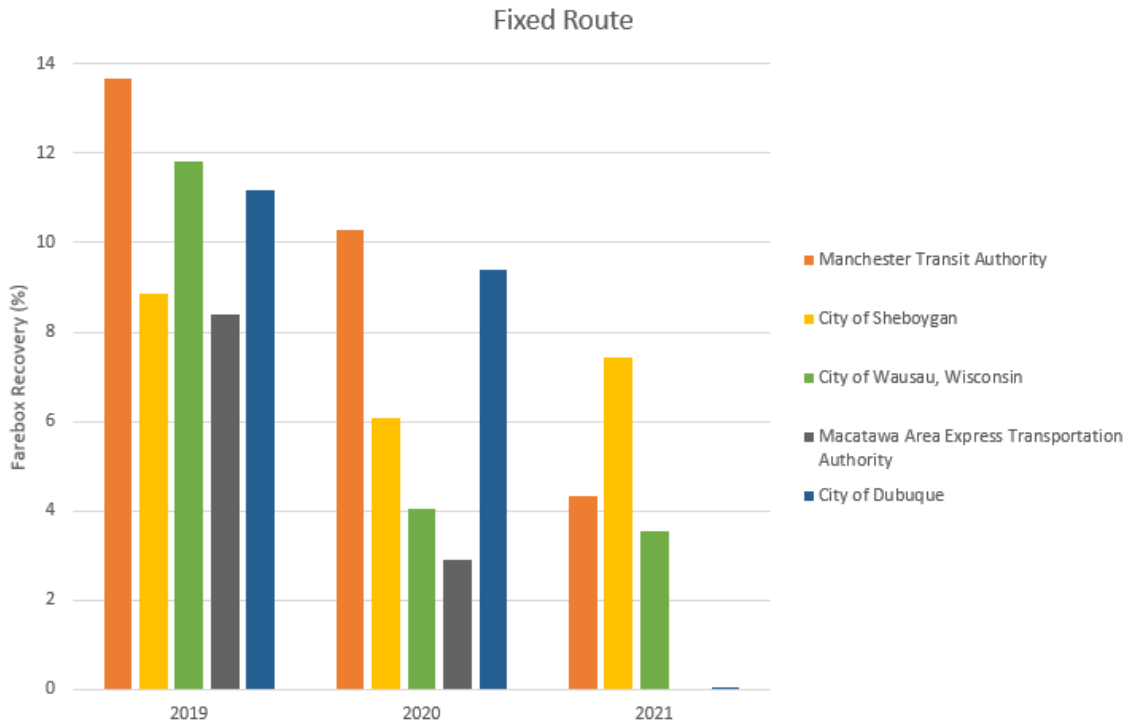


Figure 31. Fixed-route farebox recovery ratio

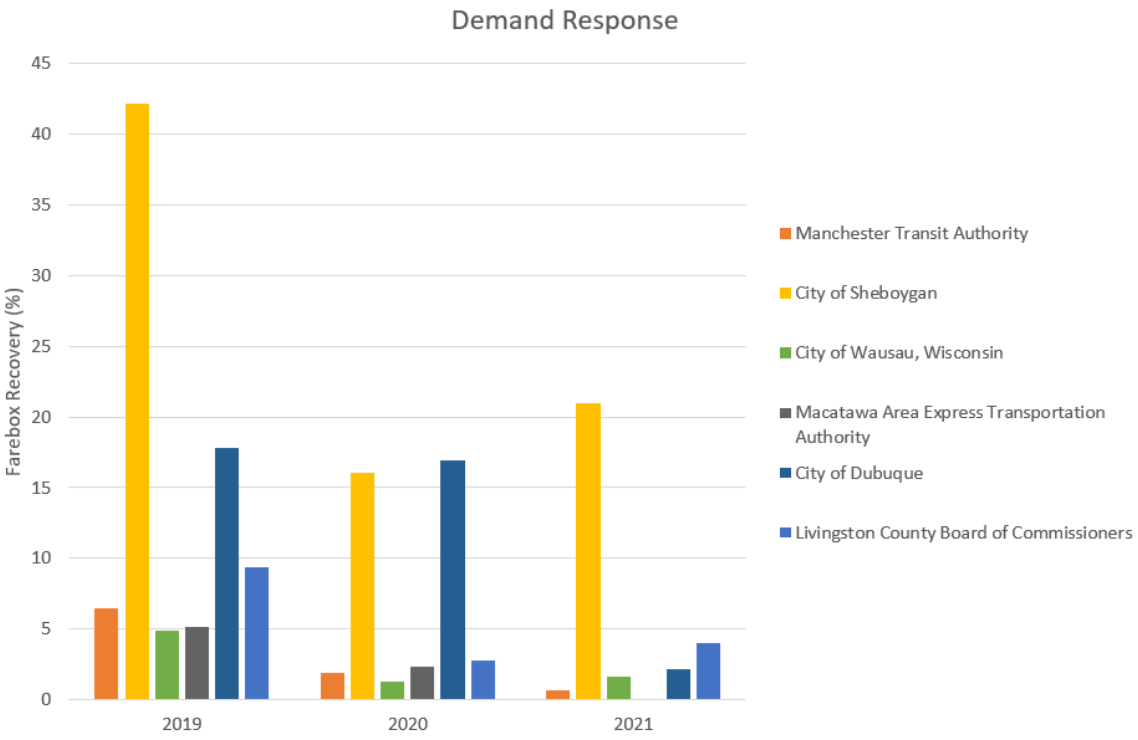


Figure 32. Demand-response farebox recovery ratio

Operating Expense Per Passenger Trip

In terms of the operating expense per passenger trip, the values range from $21.45 (MAX, 2021) to $4.65 (City of Sheboygan, 2019) for the fixed-route services. As shown in Figure 33, the MAX fixed-route service is comparable with the City of Wausau, Wisconsin and City of Dubuque in 2019, with values ranging from $6.20 to $7.27 for the group. In 2020, operating expenses per passenger trip rose for all operators. In 2021, the MAX value reaches $21.45, comparable only to the Manchester Transit Authority at $21.34 in the same year.

For the demand-response services, a wider range is shown from $114.95 (Manchester Transit Authority, 2021) to $22.73 (City of Dubuque, 2019). As shown in Figure 34, while the values for each operator's demand-response service vary widely, MAX hovers around the average value for each year. Its closest comparison is in 2021, where MAX and the Livingston County Board of Commissioners show values of $57.22 and $61.31, respectively.

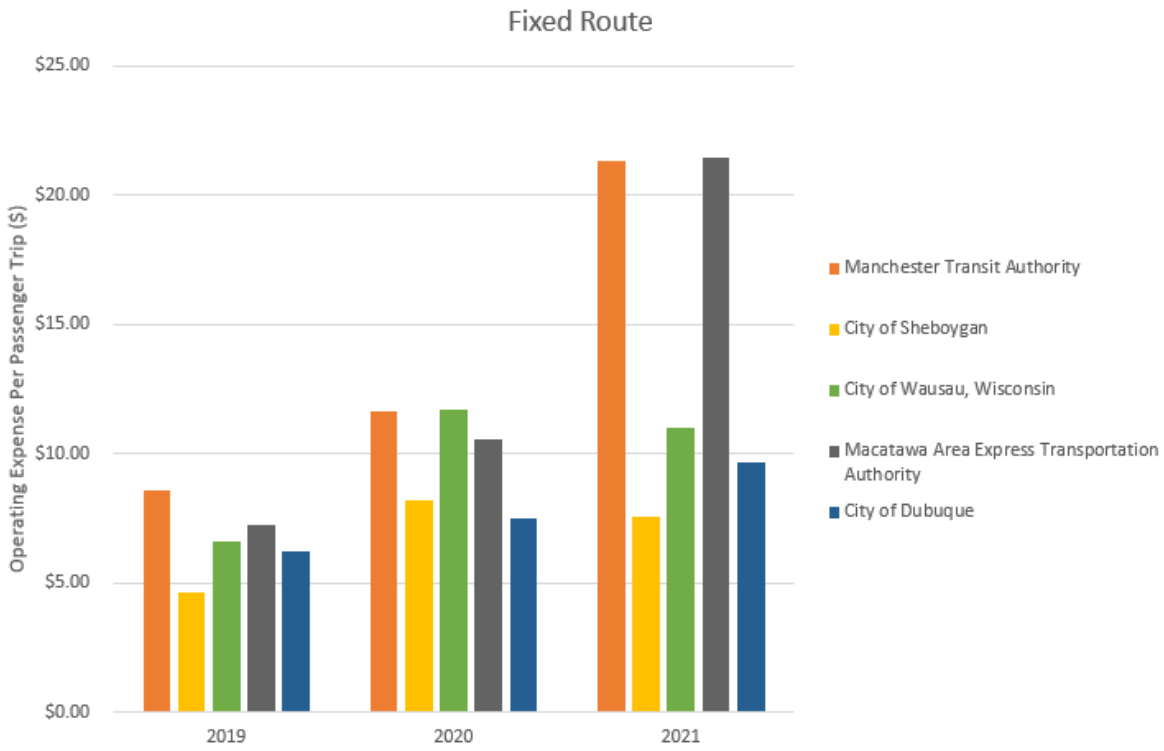


Figure 33. Fixed-route operating expense per passenger trip

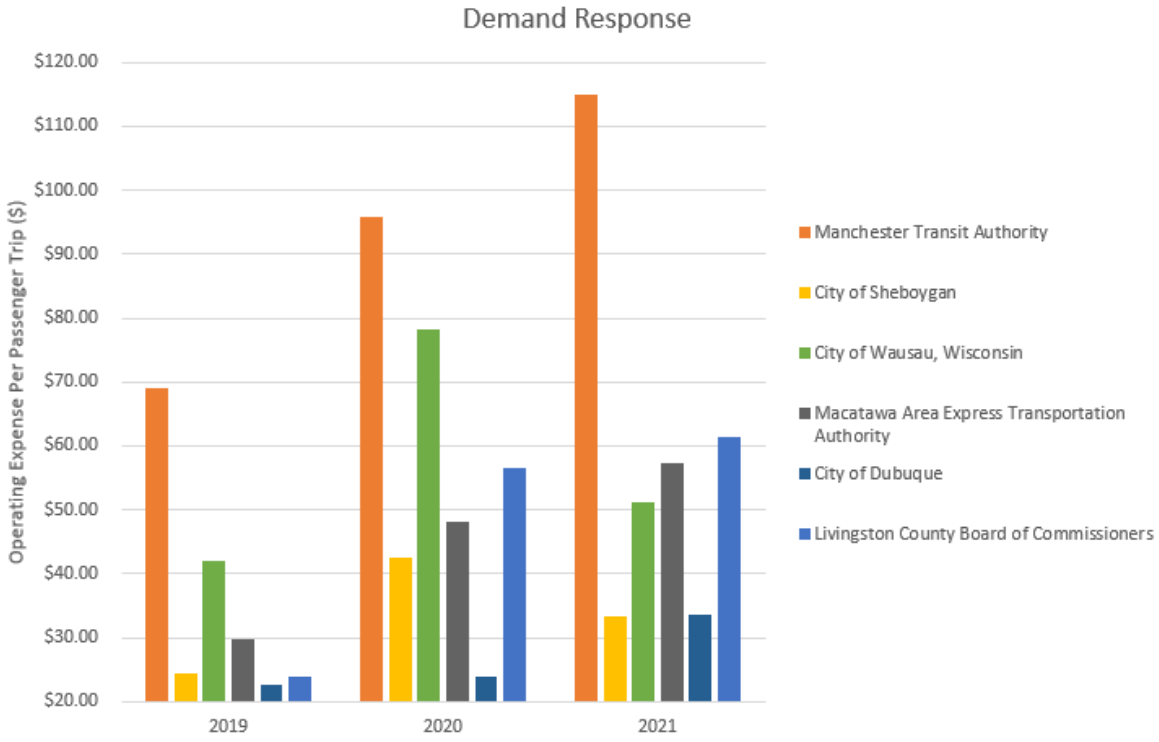


Figure 34. Demand-response operating expense per passenger trip

Operating Expense Per Revenue Hour

For the operating expense per revenue hour for the fixed-route services, values for each operator range from $65.23 (MAX, 2019) to $125.20 (City of Wausau, Wisconsin, 2020). As shown in Figure 35, MAX fixed-route service varies from the lowest in 2019, to the median in 2020, to the second highest in 2021. Its closest comparison is in 2020 where MAX and the Manchester Transit Authority show values of $97.66 and $100.73 respectively. MAX has indicated that rising labor costs are a significant factor in the increasing cost of operations.

For the demand-response services, a wider range is shown from $151.55 (Livingston County Board of Commissioners, 2021) to $52.57 (City of Dubuque, 2020). As shown in Figure 36, the MAX demand-response service is comparable to the City of Wausau, Wisconsin and the Livingston County Board of Commissioners, with values ranging from $74.66 to $79.95 for the group. In 2020, the City of Wausau, Wisconsin is less comparable to the two others, whereas the Manchester Transit Authority is comparable with values ranging from $112.90 to $114.18 across the MAX, Manchester Transit Authority, and Livingston County Board of Commissioners.

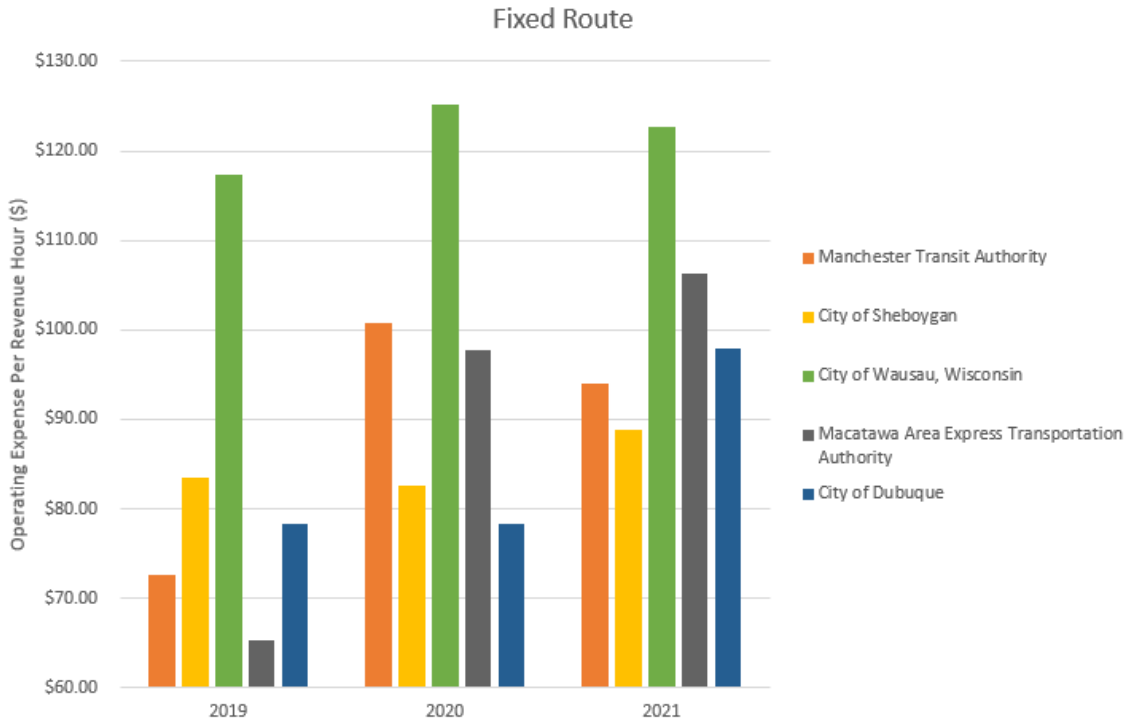


Figure 35. Fixed-route operating expense per revenue hour

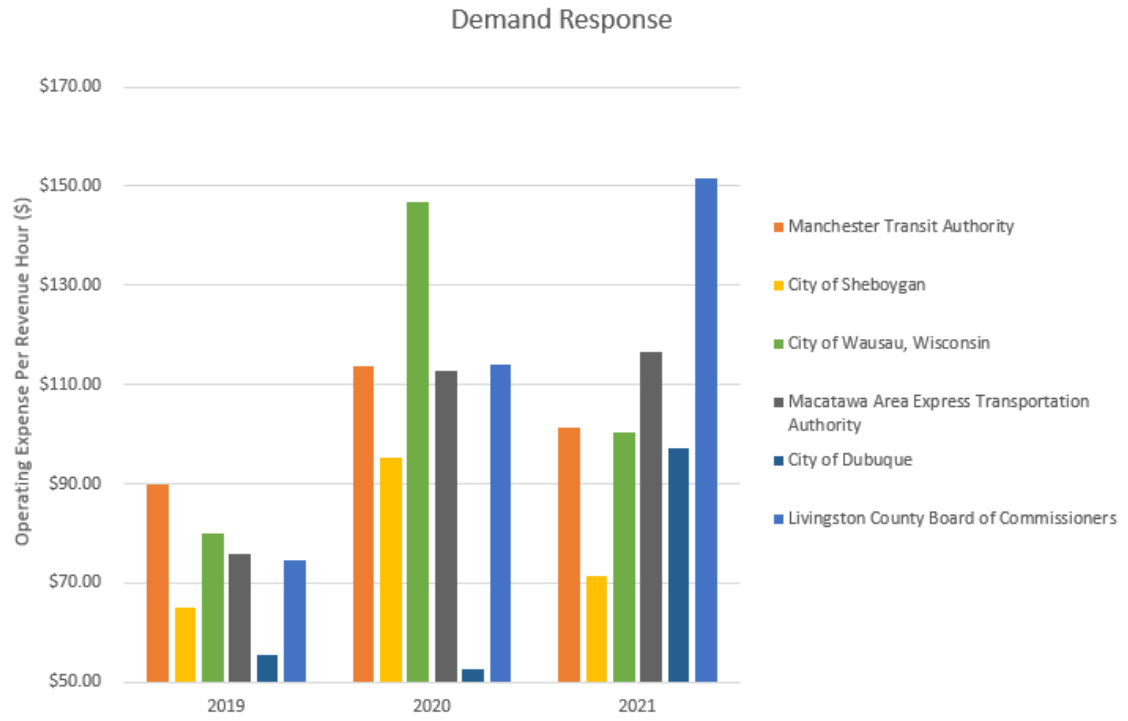


Figure 36. Demand-response operating expense per revenue hour

Trips Per Revenue Hour

For the average passenger trips per revenue hour for the fixed-route services, values for each operator range from 4.41 (Manchester Transit Authority, 2021) to 17.95 (City of Sheboygan, 2019). As shown in Figure 37, MAX fixed-route service is comparable to the Manchester Transit Authority in 2019, with values of 8.97 and 8.44 respectively. In 2020, each of the operators form a tighter cluster with values ranging from 8.68 to 10.70 across all five operators. In 2021, MAX and Manchester Transit Authority are significantly lower than their peers, with values of 4.96 and 4.41, respectively.

For the demand-response services, values range from 0.88 (Manchester Transit Authority, 2021) to 3.13 (Livingston County Board of Commissioners, 2019). As shown in Figure 38, Reserve-A-MAX is comparable to the City of Sheboygan and the City of Dubuque in 2019, with values ranging from 2.44 to 2.66 for the group. In 2020, the three operators are still comparable with values ranging from 2.20 to 2.34 for the group of three, although MAX is the highest of all six operators. In 2021, the comparison is close between MAX, the City of Sheboygan, and the City of Wausau, Wisconsin with values ranging from 1.97 to 2.14 for the group.

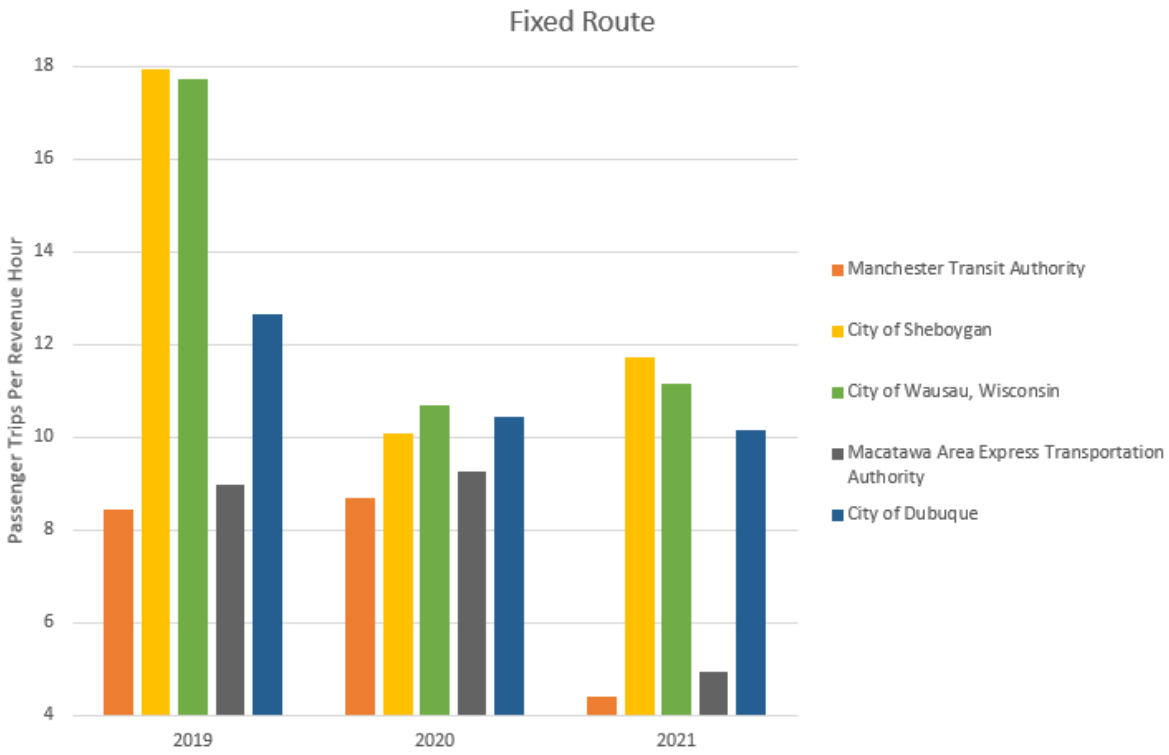


Figure 37. Fixed-route trips per revenue hour

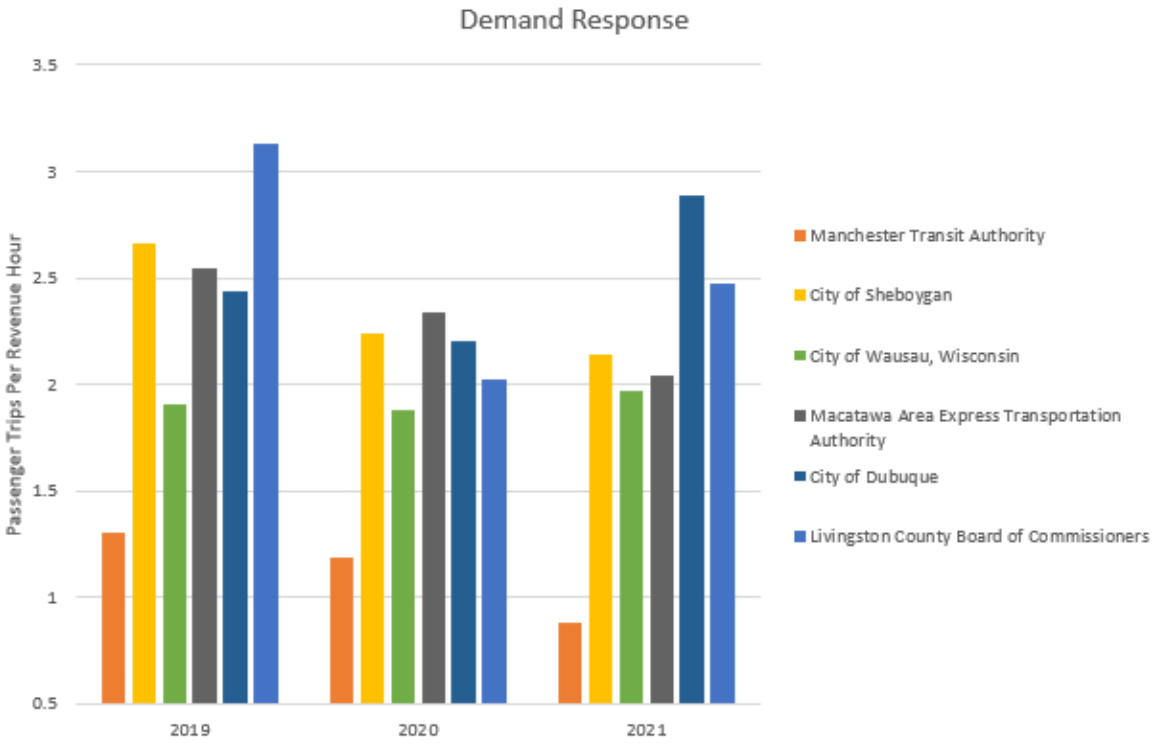


Figure 38. Demand-response trips per revenue hour

MAX-Supportive Local and Regional Policies

This section includes a list of transit-related goals and policies identified by local and regional agencies, including those that are not currently in the MAX service area.

City of Holland Master Plan[3]
Under the plan goal – The City of Holland will have a safe, connected transportation system that serves multiple modes – action steps include:
■Advocate for increased frequency of public bus service throughout the City.
■ Advocate for amenities at transit stops to include benches and shelters and for increased maintenance.
■ Continue to work with the Macatawa Area Express (MAX) and Macatawa Area Coordinating Council (MACC) to ensure that transit service meets the needs of residents.
■ Encourage transit connections to communities in West Michigan and beyond.

Holland Charter Township Master Plan[4]
Transportation goals and objectives include:

Pursue enhancements to the current regional bus transit system, including route opportunities for optimal service between areas of concentrated residential development, employment centers, and

[3] https://www.cityofholland.com/DocumentCenter/View/365/City-of-Holland-Master-Plan-PDF
[4] https://hct.holland.mi.us/images/stories/hollandcharter/Comprehensive_Land_Use_Master_Plan_2020/Chapter_2.pdf

activity nodes.

Continue working relationships with public road and transit agencies to explore opportunities for road enhancements and continued maintenance efforts.

Zeeland Charter Township Master Plan[5]
Complete Streets Analysis Recommendations includes:
Work with the MAX to expand route connections into Zeeland Charter Township.

Park Township Master Plan[6]
Park Townships 2007 Master Plan is currently being updated.

Community Snapshot, Transportation includes:
Park Township is not served by public transit. Some township residents have expressed a desire to participate in the MAX and believe exploring public transportation options is prudent, considering the township's aging population and the fact that most commercial and personal services are located outside its borders.

Goal 7: Promote alternative modes of transportation, such as transit, to link Park Township with the surrounding region

Park Township does not have an established transit system, unlike the City of Holland. The community may benefit from bus service to reduce seasonal traffic loads on Ottawa Beach Road, and potential access to shopping, employment, and cultural destinations outside the township. In addition, such a service could ferry non-driving residents, employees, or visitors to the Holland State Park from surrounding communities, as was done historically.

[5] https://www.zeelandtwp.org/Portals/0/Master%20Plan%202019/ZeelandCharterTwp_MasterPlan_Final_190601.pdf?ver=SY_LO04PH3DjDkLP7KQXZw%3d%3d

[6] https://webgen1files1.revize.com/parktwpmi/Document_Center/Our%20Offices/Planning%20Zoning/Park-Township-MPlan-2017-v9v3-2020-v7-F.EDITS-LowRes-revised-Dec.-2020.pdf

Attachment A:

Indian Trails Service Map

Attachment B:

MAX Fixed Route Ridership, 2018-2023

Table 1. MAX Fixed Route 1 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**25,160**	**-8.93**
2022	27,627	101.33%
2021	**13,722**	**-43.35%**
2020	**24,222**	**-51.29%**
2019	49,731	2.91%
2018	48,325	6.44%

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 2. MAX Fixed Route 2 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**25,178**	**-15.13%**
2022	29,667	126.19%
2021	**13,116**	**-41.54%**
2020	**22,436**	**-51.53%**
2019	**46,287**	**-2.69%**
2018	**47,565**	**-9.84%**

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 3. MAX Fixed Route 3 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**19,741**	**-0.29%**
2022	19,798	155.29%
2021	**7,755**	**-49.87%**
2020	**15,469**	**-54.08%**
2019	**33,688**	**-14.16%**
2018	**39,245**	**-2.28%**

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 4. MAX Fixed Route 4 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	19,491	3.94%
2022	18,752	137.13%
2021	**7,908**	**-54.91%**
2020	**17,537**	**-46.39%**
2019	**32,710**	**-2.88%**
2018	33,680	4.75%

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 5. MAX Fixed Route 5 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**20,040**	**-7.98%**
2022	21,777	136.68%
2021	**9,201**	**-56.64%**
2020	**21,218**	**-50.49%**
2019	**42,857**	**-7.54%**
2018	46,353	2.76%

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 6. MAX Fixed Route 6 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	29,681	5.06%
2022	28,252	122.54%
2021	**12,695**	**-51.56%**
2020	**26,205**	**-50.86%**
2019	**53,330**	**-4.85%**
2018	56,047	3.88%

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 7. MAX Fixed Route 7 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**15,913**	**-5.96%**
2022	16,921	122.91%
2021	**7,591**	**-47.43%**
2020	**14,440**	**-50.31%**
2019	**29,059**	**-0.72%**
2018	**29,270**	**-9.29%**

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 8. MAX Fixed Route 8 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	**14,459**	**-7.92%**
2022	15,702	168.27%
2021	**5,853**	**-49.02%**
2020	**11,480**	**-53.74%**
2019	**24,814**	**-8.99%**
2018	27,266	3.39%

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 9. MAX Twilight Routes 9/10 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	-	-
2022	-	-
2021	**-**	**-**
2020	**3,963**	**-49.35%**
2019	**7,824**	**-2.88%**
2018	**8,056**	**-8.60%**

Note: **Bold** indicates a year in which ridership decreased from the previous year.

Table 10. MAX Fixed Route 11 Ridership 2018 – 2023

Fiscal Year	Ridership	Percent Change from Prior Year
2023	-	-
2022	-	-
2021	**-**	**-**
2020	**836**	**-66.24%**
2019	2,476	617.68%
2018	345	-

Note: **Bold** indicates a year in which ridership decreased from the previous year.

MEMORANDUM

Date:	November 8, 2023	**TG:**	1.23195.00
To:	Sandra Korhorn, MAX		
From:	Transpo Group & Har Ye Kan Consulting		
Subject:	Results of Phase 1 Transit Study Surveys		

The MAX Transit Study project team (Transpo Group, Har Ye Kan, and MAX) developed and facilitated the completion of three different surveys to develop a better understanding of:

- how riders use MAX, including route connections,
- how riders and non-riders would like to use MAX,
- how community employers and other organizations understand their employee and client use of and need for MAX services,
- and how MAX services could be improved.

The team had access to limited existing survey data, including MAX ridership surveys and a survey of businesses conducted by Lakeshore Advantage. These existing data informed the development of the Transit Study surveys.

This memo describes, for each survey, the purpose, methodology, and summary results. The full datasets from each survey have been shared with MAX for future use.

Community Survey

From September 18 to October 6, 2023, the project team conducted a community survey through multiple channels, including online through Social Pinpoint, through paper surveys distributed through community partners, and through staffed pop-up locations to encourage both online and paper survey completion.

Purpose

The goal of the MAX Transit Study is to "Increase ridership while ensuring that MAX continues to meet the needs of existing riders." The community survey's purpose was to identify:

- Who currently riders MAX and how frequently? Who does not use MAX services?
- How do current riders use MAX? Including:
  - Destinations riders access
  - If riders use fixed-route services, Reserve-A-MAX, or both
- How would current riders like to use MAX? Including:
  - Destinations they would access
  - Times of day and days of the week when they would like to use MAX services
  - Other changes that would improve their experience of MAX
- How would non-riders like to use MAX? Including:
  - Destinations they would like to access
  - Times of day and days of the week when they would like to use MAX services
  - Other changes that would improve their experience of MAX

Understanding the answers to these questions provides a baseline for the team to consider how to meet current rider needs while also increasing MAX ridership (both by increasing the use of MAX by current riders and attracting new riders).

Methodology

The community survey was developed to be administered both online and in person, in English and in Spanish. The survey was translated into Spanish by the project team and reviewed by MAX staff. Project team members and MAX staff tested the surveys for length (online and paper) and logic (online).

Survey participants were given the option of entering into a drawing for a $25 Visa gift card or a MAX monthly pass, with four of each available.

The survey was distributed online through organizational newsletters, mailing lists with the help of community partners below, including Good Samaritan Ministries and Lakeshore Habitat for Humanity.

Paper survey distribution collection points were also set up at the following locations:

- Community Action House's Food Club & Opportunity Hub
- Evergreen Commons
- Holland Charter Township Offices
- Howard Miller Library
- Latin Americans United for Progress (LAUP) Office
- MAX Depot

In addition, project team members tabled at community events and locations:

- Community Action House's Food Club & Opportunity Hub (Sep 20, Sep 26, Sep 28)
- Howard Miller Library (Sep 30)
- City of Holland's International Festival (Sep 30)
- GRCC Lakeshore Campus (Oct 3)

Among the paper surveys collected, 72 were surveys in English, and 17 were surveys in Spanish.

Besides English and Spanish, other languages spoken by respondents include:

- Amharic
- Dutch
- Khmer
- Laotian
- Pashto
- Russian
- Swahili
- Vietnamese

Overall, 290 individuals responded to the community survey. The English survey was completed by 269 individuals, 71 through paper surveys, and 198 online. The Spanish survey was completed by 21 individuals, 17 through paper surveys, and 4 online. Among respondents, 181 (62%) entered the drawing for one of the Visa gift cards, and 46 (16%) entered the drawing for a MAX monthly pass.

Analysis provided here includes combined results from the English and Spanish survey unless otherwise noted.

Who responded

Among respondents, 130 do not ride MAX. Among those who currently ride or have ridden in the past, 33 ride daily, 48 ride weekly, 14 ride monthly, 40 ride a few times a year or less, and 25 used to ride MAX but no longer do.

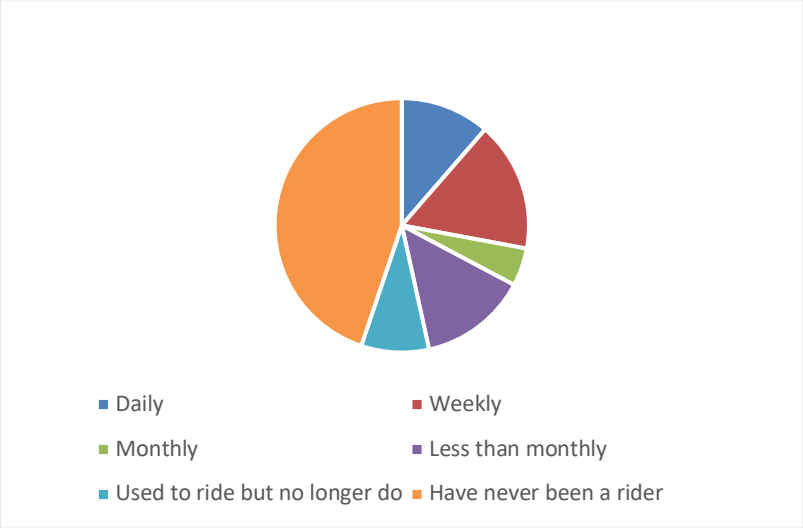


Figure 1. Breakdown of respondents by ridership frequency

Throughout this memo, “frequent” refers to riders who ride daily or weekly, “infrequent” refers to riders who ride monthly or less, and “non-rider” refers to individuals who no longer use MAX services or who have never ridden MAX.

Age

Individuals aged 22-44 made up the largest group of respondents and was the largest group for frequent riders and non-rider categories individually. Among infrequent riders, people aged 60-74 made up the age group with the largest number of respondents. At least 25 respondents are associated with GRCC, where the project team provided an on-site pop-up survey opportunity.

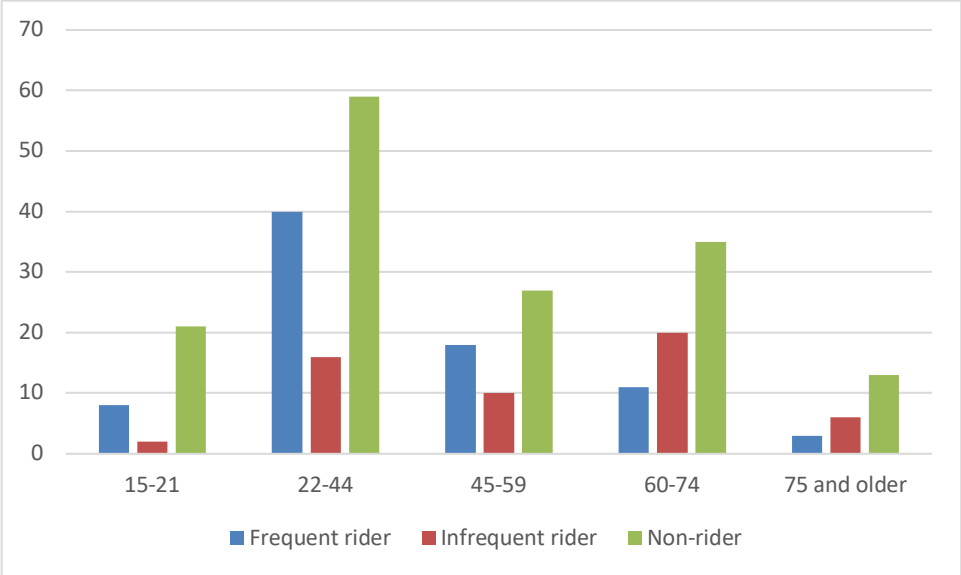


Figure 2. Respondent age by type of rider

Race and ethnicity

The majority of respondents identify as White, and over 20% of respondents identify as Hispanic or Latino. (Because respondents could identify more than one race and/or ethnicity, the percentages will not add up to 100%.)

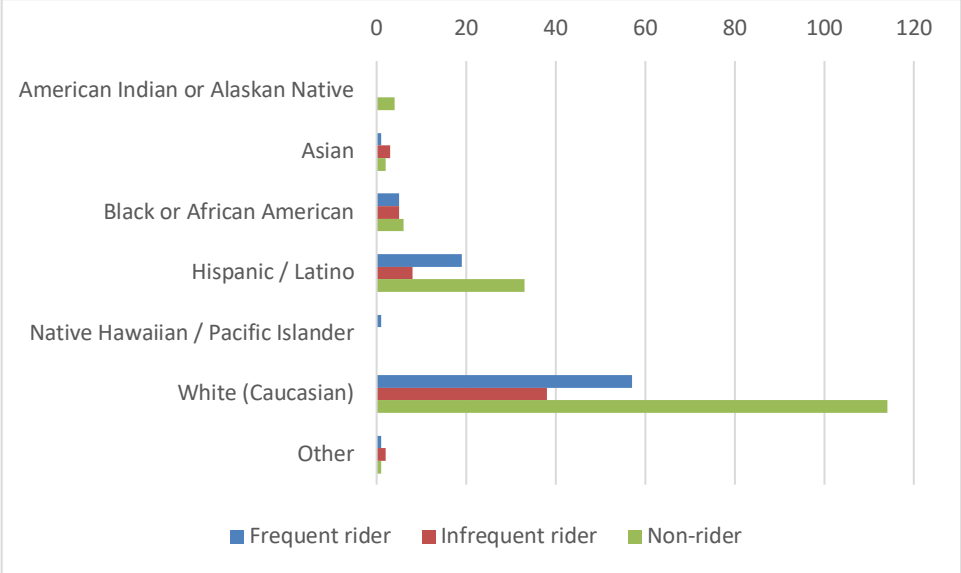


Figure 3. Respondent race and ethnicity by rider type

Language spoken at home

Respondents were asked: “What language(s) do you speak at home?” Respondents were allowed to select more than one. Responses included in the “Other” category are: Swahili, Laotian, Dutch, and Amharic.

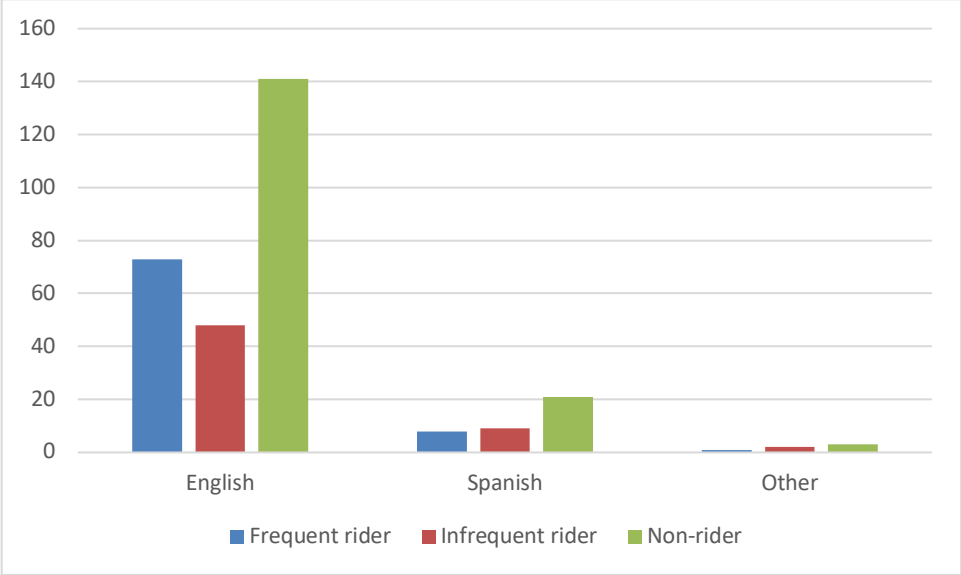


Figure 4. Language spoken at home, by rider type

Residence

The majority of respondents who are riders live in the City of Holland; riders from Holland Charter Township and the City of Zeeland represent another large portion, with residents of other jurisdictions representing a smaller number of responses. Non-rider respondents mostly live in the City of Holland, but many respondents live in Park Township or outside of the MAX service area. Answers submitted in the “Other” category include: Byron Township, Kent County, Fennville, Grand Rapids, Allegan Township, Hamilton, Norton Shores, Saugatuck, Allendale, Muskegon, Hudsonville, Spring Lake Township, Coopersville, Grand Haven, and Jamestown Township.

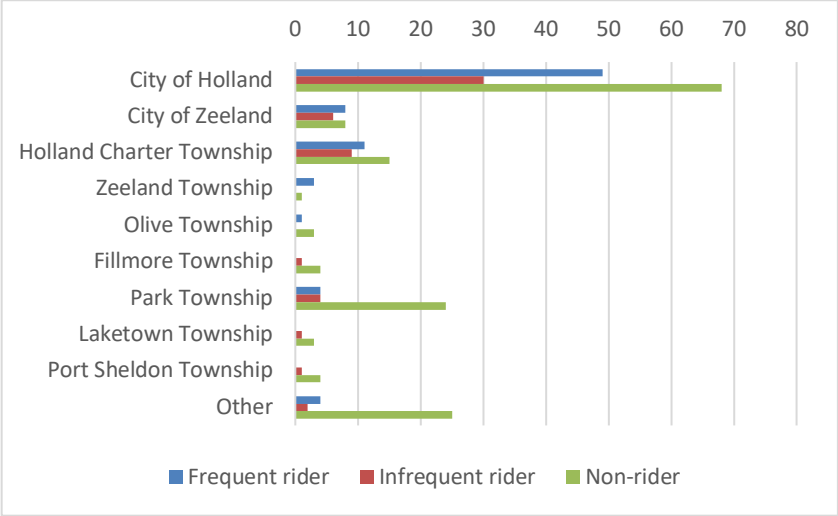


Figure 5. Respondent residence location by type of rider

Income

In general, frequent riders have lower incomes than infrequent riders and non-riders. Among frequent riders, 74% make $25,000 or less a year, and 95% make $50,000 or less. Among infrequent riders, 69% make $50,000 or less a year, and 89% make $75,000 or less. Among non-riders, 70% of those who never rode MAX make over $25,000 a year, with 26% making over $75,000.

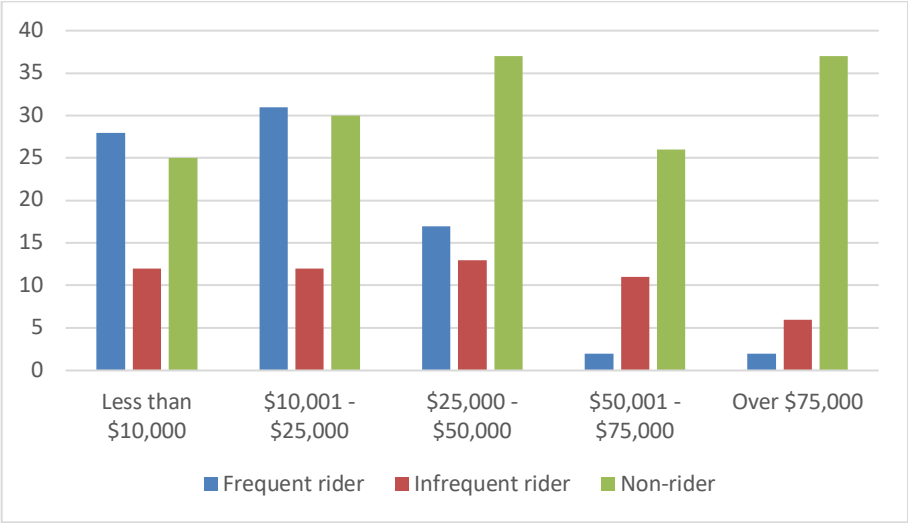


Figure 6. Respondent income by rider type

Employment

Over half of frequent riders are employed full- or part-time, and 18% are disabled and not able to work. Among infrequent riders, 31% are retired. Over half of non-riders are employed full- or part-time, and 21% are retired.

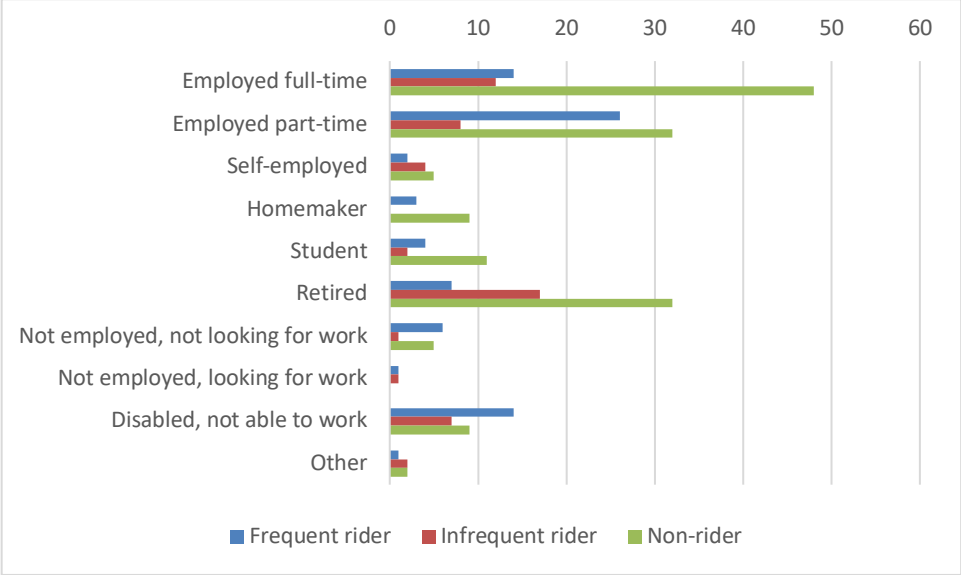


Figure 7. Respondent employment by rider type

Vehicle access

Among all respondents, 67 do not have a car or have only one car in their household, and 48 do not have a valid driver's license. Among frequent riders, 58% of respondents have 0 or 1 vehicles in their household, and 45% do not have a driver's license. Among infrequent riders, 67% of respondents have 0 or 1 vehicles in their household, and 43% do not have a driver's license.

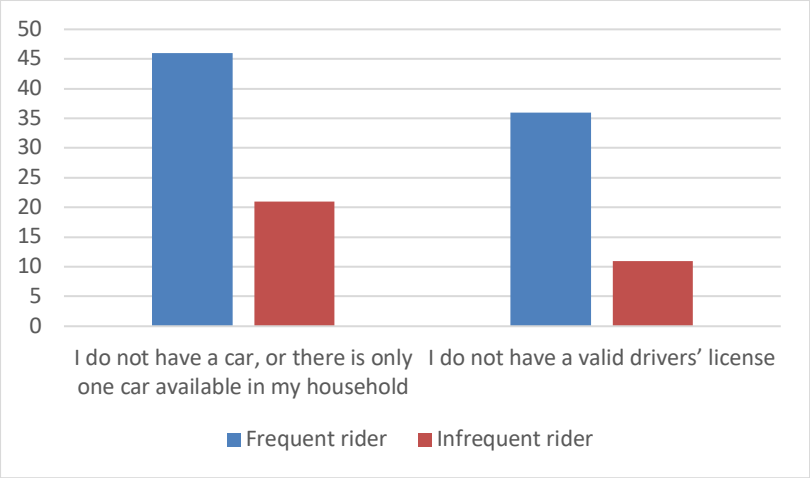


Figure 8. Frequent and infrequent riders who have limited or no access to or ability to drive a personal vehicle

Disability

Respondents were asked "What accommodations, disabilities, or special needs do you require assistance with?" Response options mirrored options provided by the Census. Among different types of riders, 55% of frequent riders have some sort of disability, 41% of infrequent riders have some sort of disability, and 31% of non-riders have some sort of disability. Responses submitted under "Other" included additional disabilities or health issues such as chronic pain or panic attacks, weather-related accommodation needs, and needs that may arise infrequently depending on respondent's health.

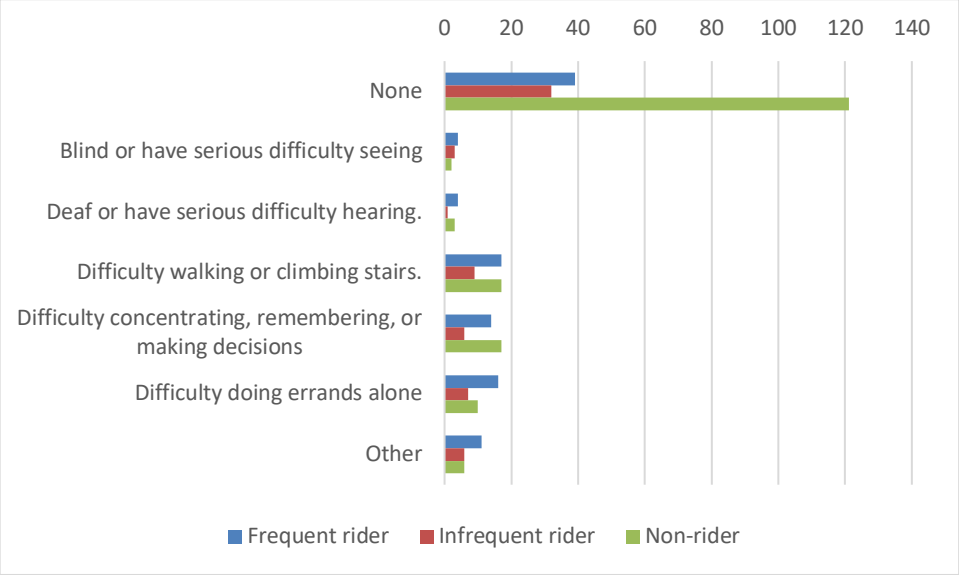


Figure 9. Disability or accommodation need by rider type

Caregiver

Respondents were asked: “Are you a caregiver for children, parents, other friends or family members, or clients? Please list the ages of your dependents and their special needs if any.” In the survey question “What prevents you from using MAX services or using MAX services more often?” respondents were given the answer option “I travel with dependents.”

	Are caregivers	Do not use MAX more because they travel with dependents
Frequent	21%	5%
Infrequent	17%	9%
Non-rider	25%	8%

Respondents’ use of MAX

137 respondents use or have used MAX’s fixed route services; 60 use or have used Reserve-A-MAX.

Trip types

Frequent riders use MAX for work, errands, healthcare, and social activities fairly evenly. Infrequent riders use MAX most for errands, followed by work and healthcare with a small number using MAX for social activities.

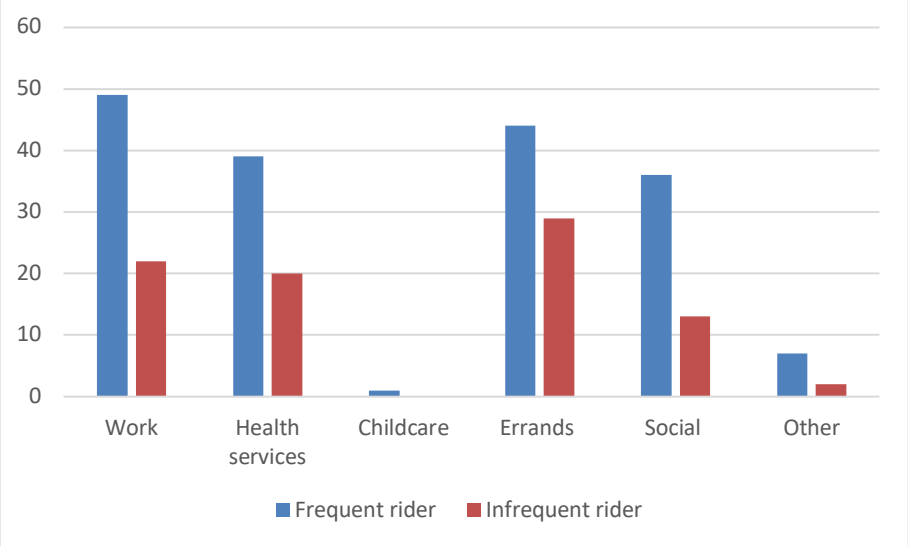


Figure 10. Trip types that riders take using MAX

Pay fares

Riders were asked how they pay their fare; respondents could choose more than one method, so responses do not add up to 100% Among frequent riders, 51% pay cash and 54% use an ADA, student, or monthly bus pass. Among infrequent riders, 74% pay cash, and 22% use an ADA, student, or monthly bus pass.

Why do you ride?

Respondents were asked “Why do you ride the MAX?” They were able to choose as many as applicable.

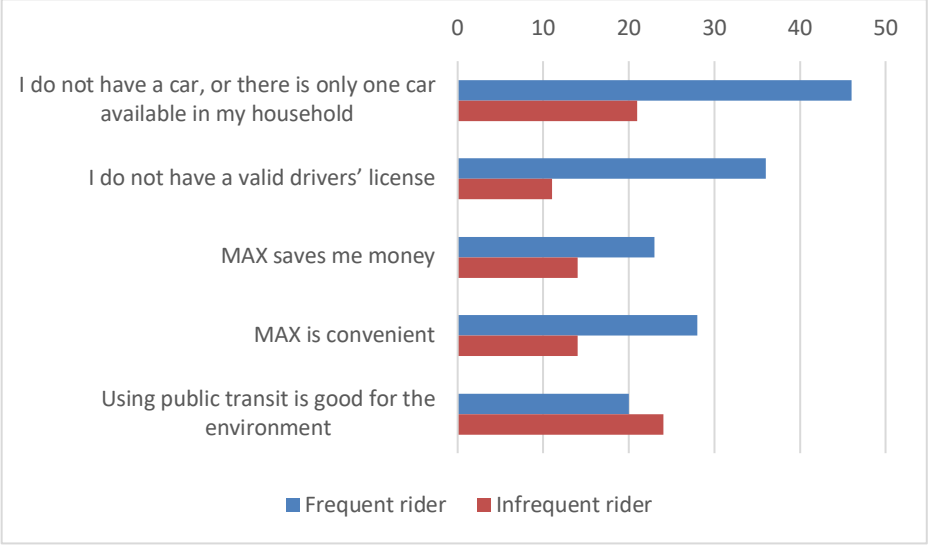


Figure 11. Why respondents use MAX

How would riders travel without MAX?

Respondents were asked how they would make trips if MAX were not available. When asked specifically about work trips, 26% of frequent riders and 21% of infrequent riders would not be able to make the trip.

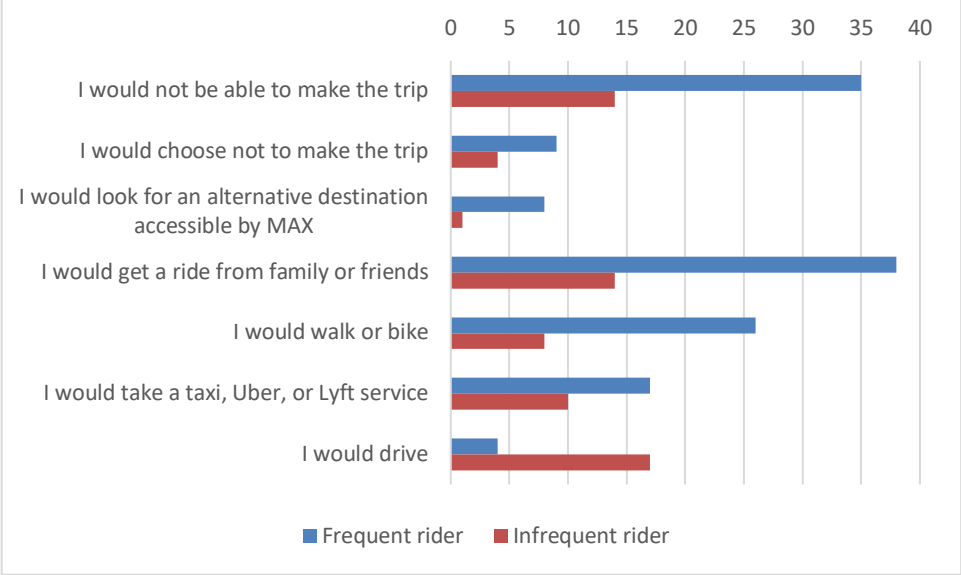


Figure 12. How riders would access work if MAX was unavailable

When asked specifically about healthcare trips, 24% of frequent riders and 20% of infrequent riders would not be able to make the trip.

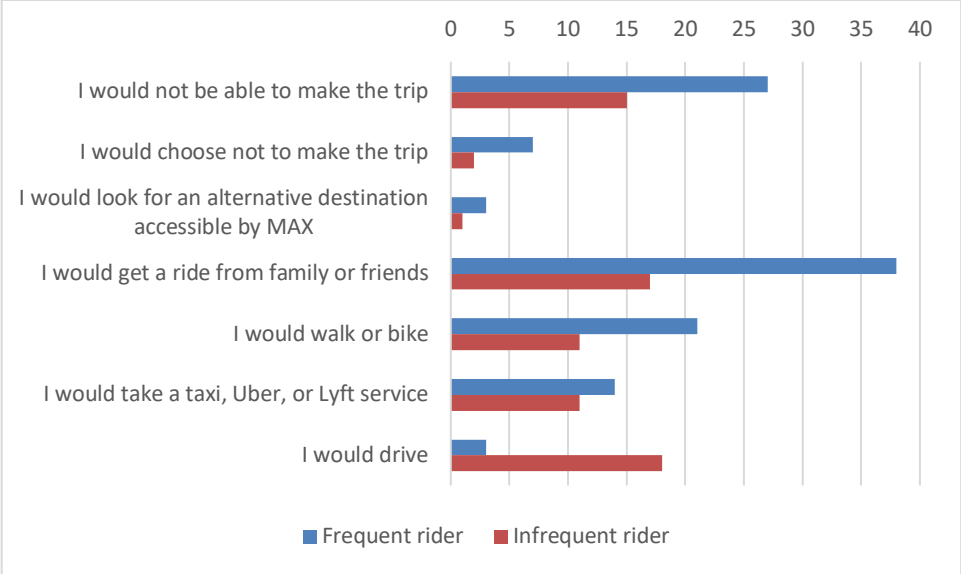


Figure 13. How riders would access healthcare if MAX was unavailable

For both work and healthcare trips, the next most-selected options frequent riders would rely on are getting a ride from family or friends or walking or biking. For infrequent riders, driving was the most selected option.

How would respondents like to use MAX?

Respondents were asked: "Are there other destinations that you need to travel to or would like to travel to a regular basis using MAX if more service was available?" Frequent riders would use MAX even more, especially for errands and social activities. Infrequent riders would use MAX more, especially for healthcare, errands, and social activities. Non-riders selected work, followed closely by social activities and errands as trips they would take if there was more MAX service. Responses in "Other" included the Gerald R. Ford airport in Grand Rapids, local parks and beaches, and other destinations that may fall into existing categories, such as church, shopping, beauty appointments, and community centers.

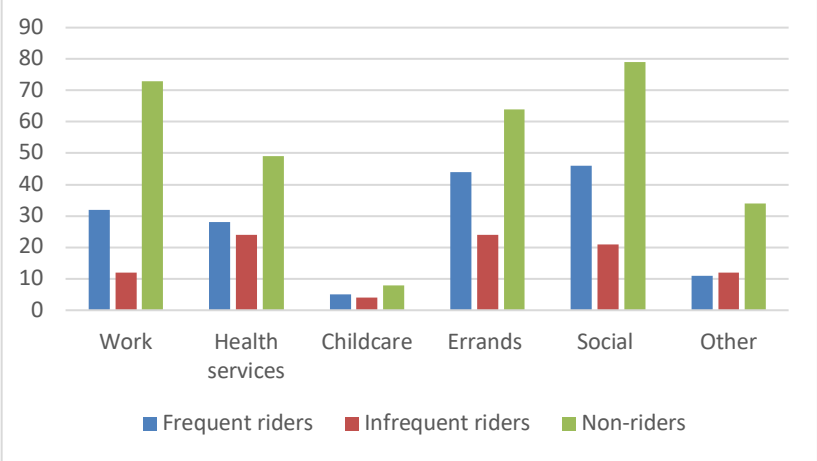


Figure 14. Trip types that respondents would like to take or take more often using MAX

Regional destinations

Respondents were asked: “Are there regional destinations that you need to or would like to travel to using MAX if more service was available?” The most selected option for all respondent types was “Connection to Grand Rapids.” Responses in “Other” included parks and beaches, more connections to Saugatuck Interurban, other neighboring communities, local schools, the Fillmore Street Complex, Careerline Tech Center, the industrial area in north Holland, and specific locations in Grand Rapids such as Costco and the GRCC campus.

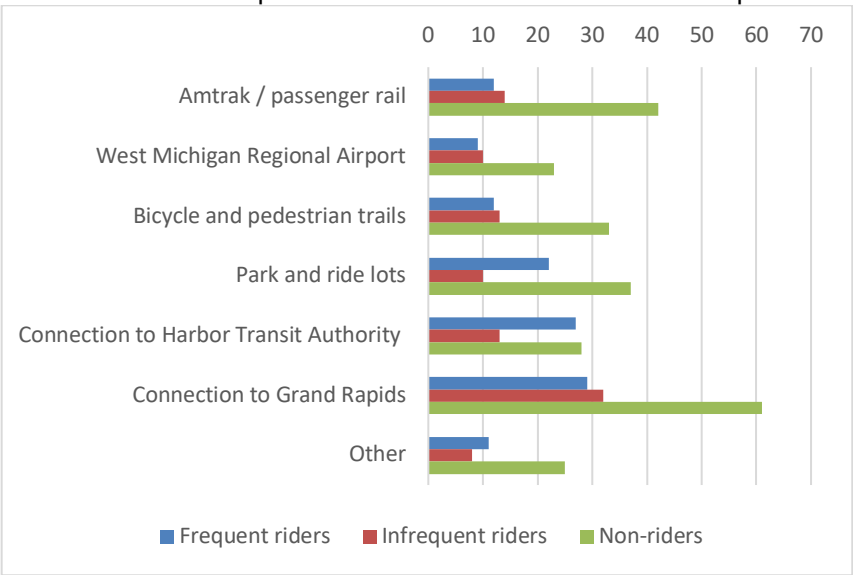


Figure 15. Regional destination respondents would like to access using MAX

Days of the week

Respondents were asked: “What are the days of the week when you need to use or would like to use MAX services?” Over 70% of all respondents need or want MAX service Monday-Friday. Among all respondents, 55% and 36% would like to be able to use MAX on Saturday and Sunday, respectively.

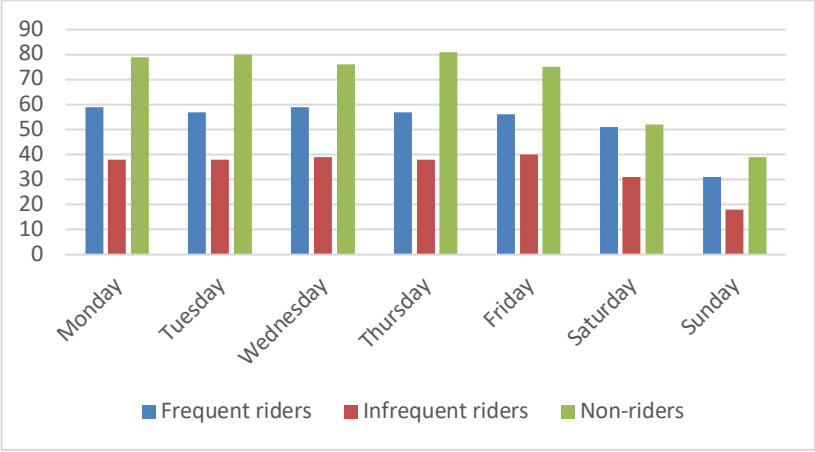


Figure 16. Days of the week respondents would like to use MAX by rider type

Times of day

Respondents were asked: “What are the times when you need to use, or would like to use, MAX services for WORK trips?” In addition to existing weekday fixed-route service hours, the other top times selected by each rider group for work trips are:

- For frequent riders: 9am-4pm on weekends, 7-10pm Monday-Friday, 6-9am on weekends.
- For infrequent riders: 7-10pm Monday-Friday and 4-6am on weekends.
- For non-riders: 4-6am and 9am-4pm on weekends and 7-10pm Monday-Friday.

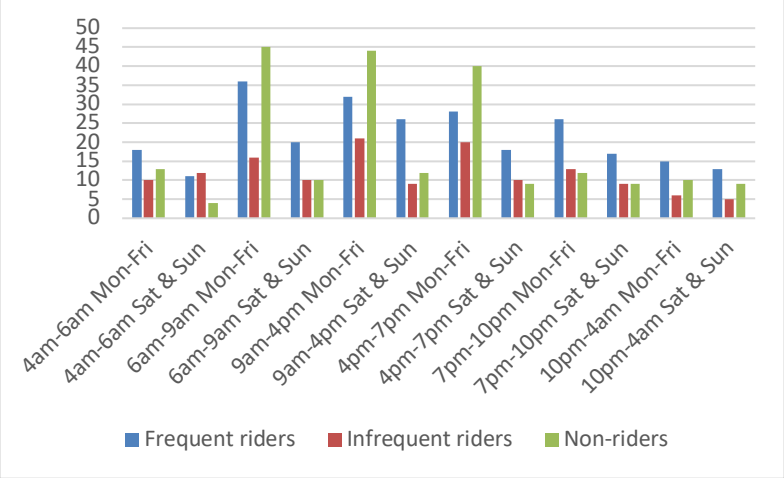


Figure 17. When respondents would like to use MAX for work trips by rider type

Respondents were asked: “What are the times when you need to use, or would like to use, MAX services for NON-WORK trips?” In addition to existing weekday fixed-route service hours, the other top times selected by each rider group for non-work trips are:

- For both frequent and infrequent riders: 9am-4pm and 4-7pm on weekends and 7-10pm Monday-Friday.
- For non-riders: 9am-4pm, 4-7pm, and 7-10pm on weekends.

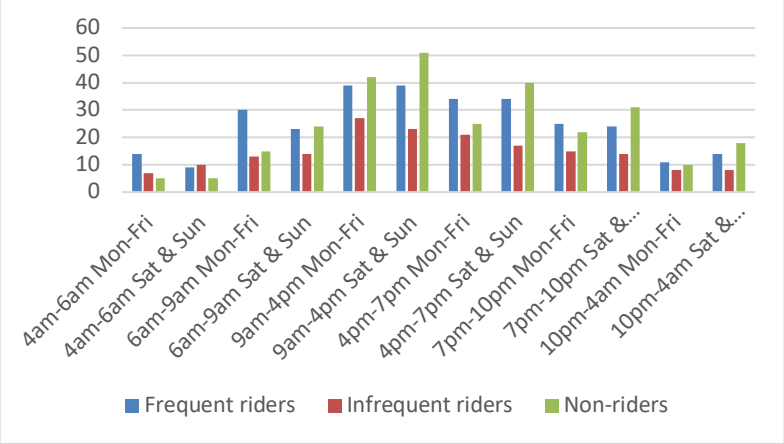


Figure 18. When respondents would like to use MAX for non-work trips by rider type

Other themes

Several respondents rely on MAX as a back-up if a car is not available, if they are unable to get a ride, or if they are temporarily unable to drive because of vehicle or health issues. Several also noted that they do not use MAX now but anticipate needing to use it in the near future as they age or otherwise have barriers to driving themselves.

- “My husband needs transportation to all his activities, which I now supply. If eventually I am no longer able to do so, we will need MAX or a similar mode of travel.”
- “As we age and health may limit our ability or desire to drive, these questions will become more relevant to us. Thank you!”
- “We live in Park Township where we do not have regular MAX bus routes. If I am unable to drive at some point in the future, we would need access to MAX or we would have to move.”
- “I am a paraplegic so I know at some point I WILL NEED Max services. For now, I have a husband who helps and I am able to drive my accessible van.”

Factors preventing increased use of MAX

All respondents were asked: “What prevents you from using MAX services or using MAX services more often?” Among riders, the factor chosen most (by 29% and 43% of frequent and infrequent riders, respectively) is that the bus takes too long because of low frequency. Among non-riders, many of whom live outside of the MAX service area, the most chosen response (30%) is that service does not come close enough to their home.

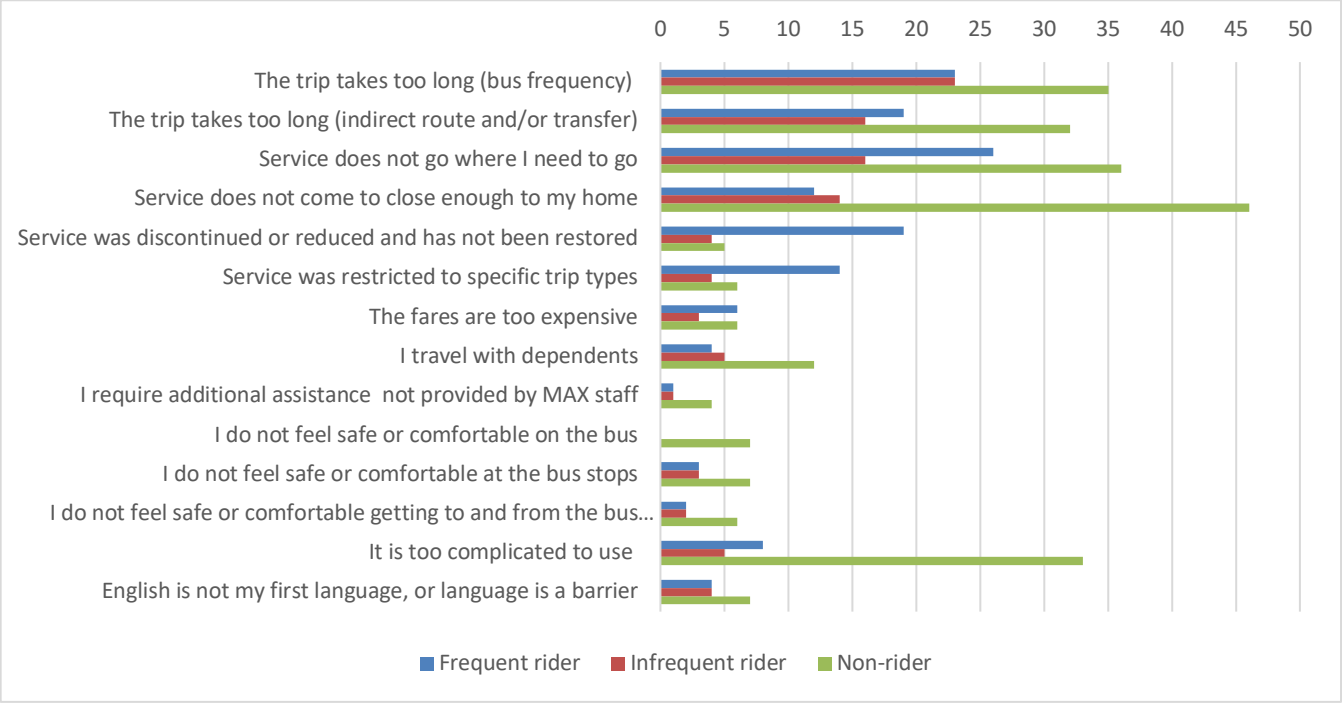


Figure 19. Barriers to using MAX at all or more often, by rider type

Answers under “Other” sometimes reiterated options already available or chosen. Additional answers included: full bike racks, the need to request Reserve-A-MAX service in advance, Reserve-A-MAX requests being turned down, buses passing a stop without picking up waiting passengers, Reserve-A-MAX shared rides taking longer than expected for drop-off, and not seeing a need to use MAX because of a personal vehicle or other option available.

Preferred strategies for MAX improvements

Respondents were asked “Which of the following strategies would improve your MAX experience the most?” Responses shared under “Other” included several related to the Reserve-A-MAX booking process.

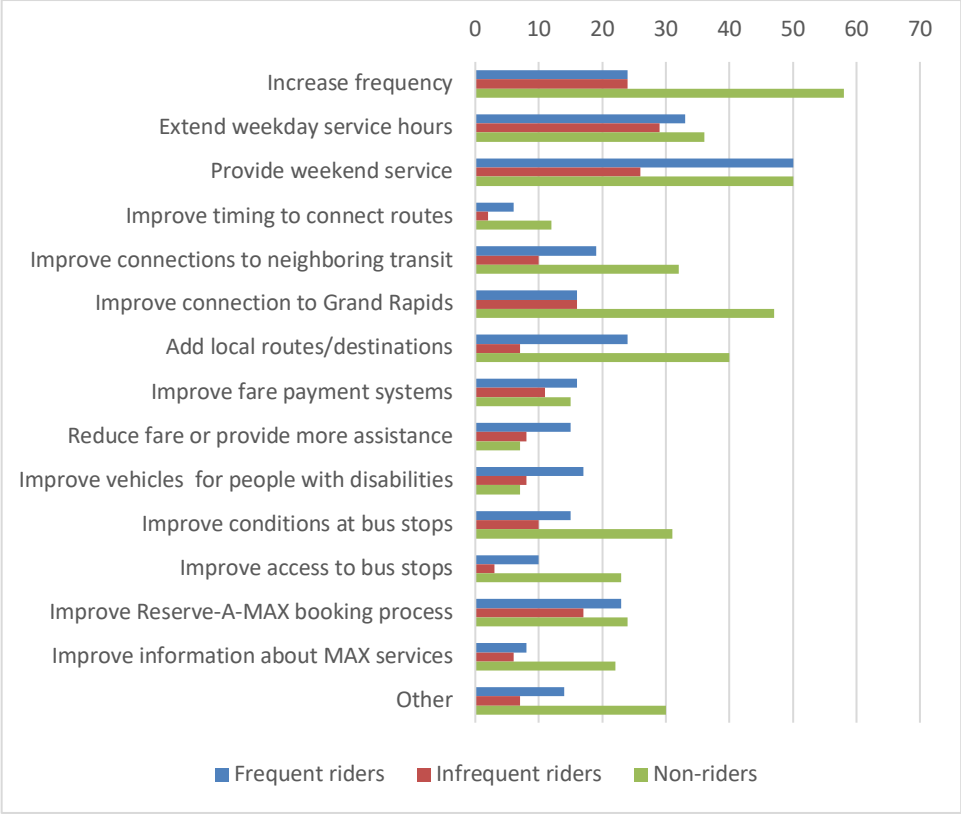


Figure 20. Preferred MAX improvement strategies by rider type

Increasing weekend service was included among the top three preferred strategies for all respondents, and it was the top strategy preferred by frequent riders. The three MAX improvement strategies chosen most often by frequent and infrequent riders included the same strategies, as seen below. Meanwhile, longer service hours, one of the top strategies chosen by riders, was not included in the top five strategies chosen by non-riders.

Open-ended feedback

Respondents were asked: "Please share any other comments or questions you have with the MAX Transit Study team." Comments that touched on themes not already captured include:

"Would love to be able to follow the bus. I am waiting for as it approaches on this route."

"I would like to see a route that comes to Hidden Creek Community, and a stop on Paw Paw Drive at the Holland American Legion post six. I know many other veterans that would take advantage of the service if there was a stop at this post. The bus could turn around in their parking lot and continue back to the main terminal, or up into Highland Heights, or continue into Zeeland."

‘‘Additional stops on the north side of holland specifically to industrial parks would help our team with reliable cost effective transportation."

"Need more options and easier ways for people with small children or multiple children and with strollers."

Business and organization survey

Purpose

The businesses and organizations survey was conducted to get high-level, proxy insights on rider and non-rider needs, challenges, and opportunities for improvement from business, institutional, and nonprofit leaders who work with or serve a broad cross section of the community.

Methodology

The survey was only provided online, and the link to the survey was distributed through connector and interest group organizations, including:

- Movement West Michigan
- Lakeshore Advantage
- Lakeshore Nonprofit Alliance / Community SPOKE
- West Coast Chamber of Commerce

Additional outreach occurred through emails one-on-one with:

- Gentex
- Ghafari (LG Energy Solutions)
- GRCC
- Haworth
- Holland Hospital
- Hope College
- MillerKnoll
- Corewell Health / Zeeland Community Hospital

Who responded

The online survey generated 79 responses from businesses and organizations, more than half of which are social service agencies and faith organizations.

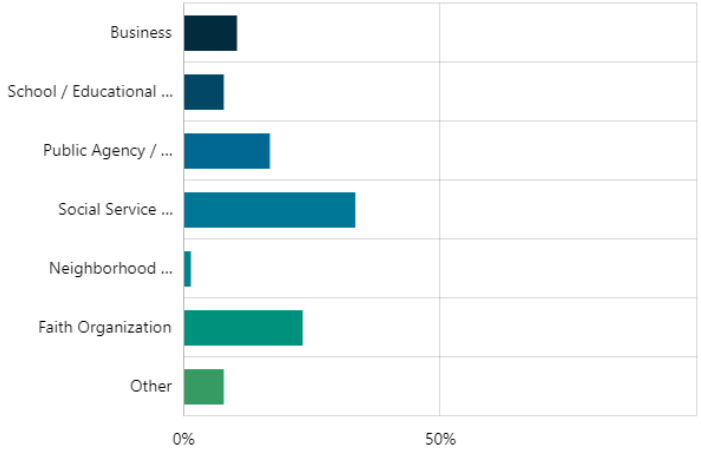


Figure 21. Survey respondents by type of business or organization

Of the 60 to 65 businesses and organizations which provided additional data, they represent 3,600 – 9,000+ employees and serve 19,500 – 40,000+ community members (which could include some duplication).

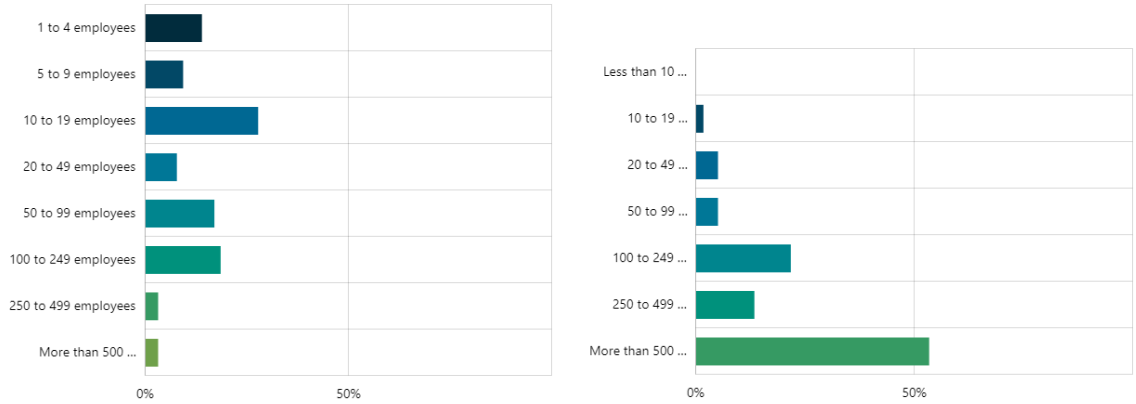


Figure 22. Survey respondents by organization size (left) and by number of community members served annually (right)

Only 7 businesses participated, despite multiple channels of outreach, reflecting the need for further engagement efforts or different ways of pitching to major employers, e.g. "We can help your organization reduce employee turnover and increase satisfaction by helping improve the avenues and ways your employees get to work."

Respondents' work and service hours

To better understand if MAX's service hours could meet the needs of respondents, the survey included questions about employee work hours and organization service hours.

Work patterns

COVID has shifted work patterns definitively to more remote arrangements. Work patterns have not returned to pre-COVID arrangements, which is in line with what has been observed nationally.

Nearly two thirds of the 61 businesses/organizations that responded to the question about work-from-home arrangements have a mixture of their employees working remotely between one and four days a week. Only seven out of the 61 businesses/organizations which responded have ALL (100%) of their employees working fully in person.

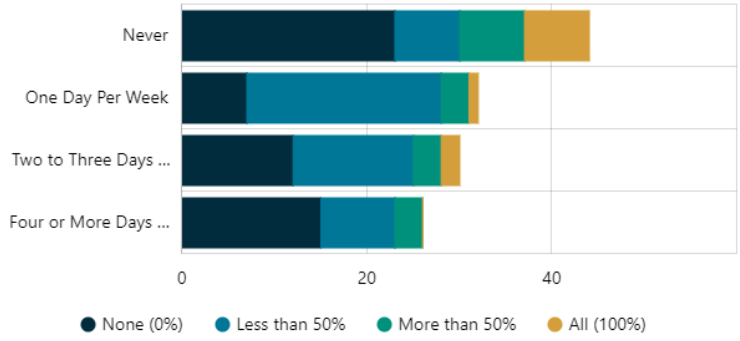


Figure 23. Work from home arrangements of business respondents

While this has impacted the need for travel and overall travel patterns, the impacts on MAX's ridership, however, are difficult to determine. Employees with the ability to work remotely likely have access to cars / private vehicles, and likely would not have been MAX passengers.

Work shifts & MAX service hours

Data from businesses/organizations that provided additional information on their work hours and shifts indicate that MAX's current fixed route hours from 6:00AM to 7:00PM are generally able to cover the predominant work hours between 7:00AM to 5:00PM. However, the current fixed route hours are only able to partially support businesses/organizations with working second and third shifts; these, however, are likely to represent a smaller segment of the workforce.

The transfer survey (see here), which resulted in a limited sample taken on one weekday, included transfer activity as late as 6:00PM. It also showed peak transfers occurring at 2:00PM and 3:00PM, coinciding with the change in work shifts.

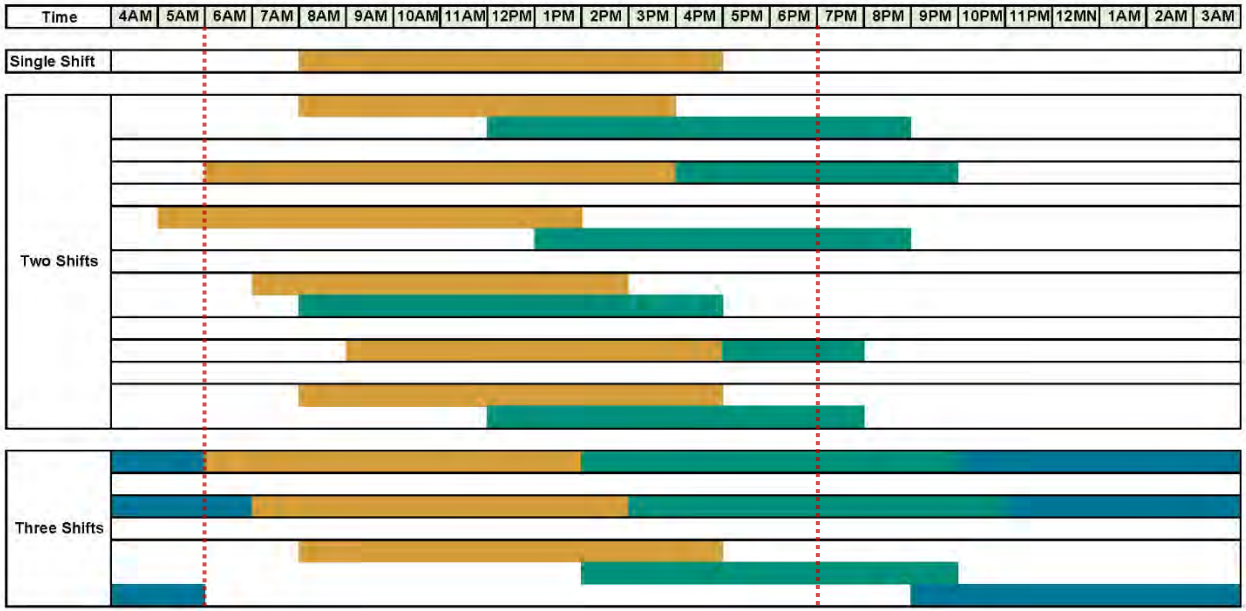


Figure 24. Work shifts of business respondents

Respondents' location relative to MAX service coverage

Respondents were asked: "Is there a MAX bus stop within a half-mile (10 minute walk) of ALL of your business / organization locations?" Among respondents, 27 of the 78 businesses / organizations indicated they were not within a half-mile (10-minute walk) of an existing MAX route or stop. Respondents were further asked: "If the answer is 'No', which is the closest fixed route service to your business/organization location(s)? (select all that apply)." Route 7 (Lincoln / Southtown), Route 8 (Zeeland), and Route 4 (Waverly/120th) were the most commonly selected nearby routes, suggesting a need to explore if additional stops or route adjustments could be made to support access to businesses / organizations which are currently not within a 10-minute walk to a MAX route or stop.

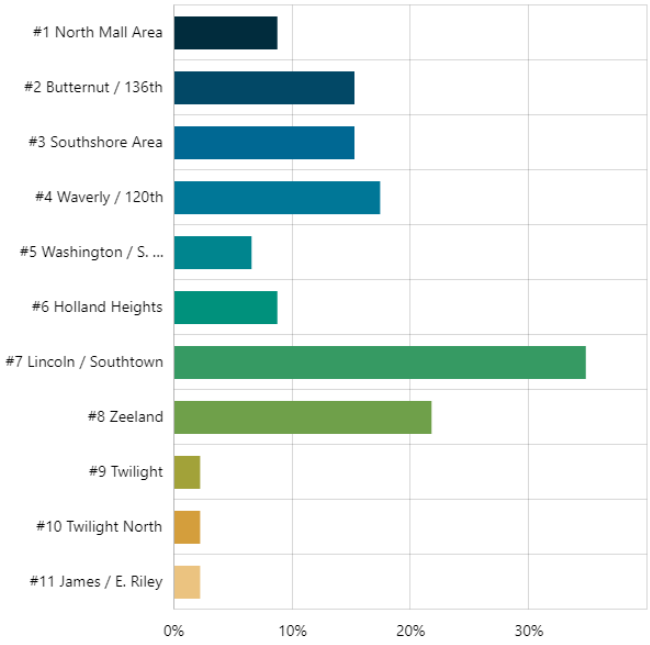


Figure 25. For locations more than 1/2 mile away from a bus stop, the route nearest their location

Ridership challenges

Respondents were asked: “Have you heard about challenges that prevent people you work with (e.g., employees, students, guests, customers, households) from using MAX services? (select all that apply).” Businesses and organizations identified the same challenges that the community identified. The five challenges most selected (outside of “Other” for community as well) were:

- The service does not go where riders / potential riders need it to go.
- The service does not go close enough to their homes.
- The trip takes too long because the buses do not run frequently enough.
- The trip takes too long because the route is too long, or a transfer is needed.
- The system is too complicated too complicated to use (scheduling, fare payment etc.).

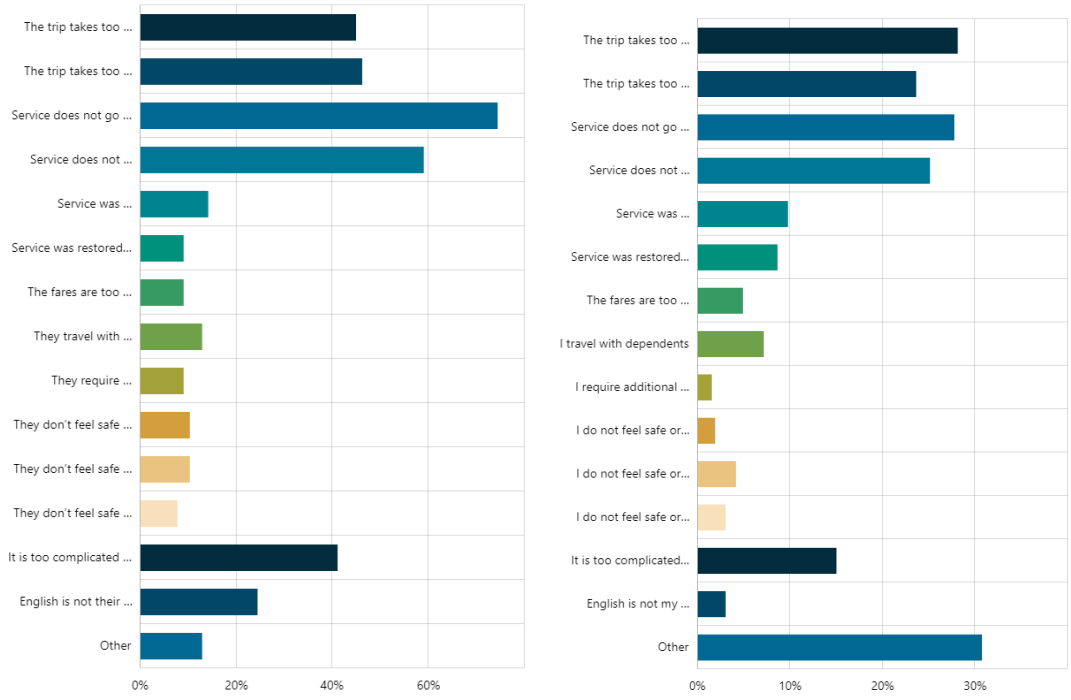


Figure 26. Business and organization (left) and community (right) survey responses about factors preventing or limiting MAX use

Strategies for service improvements

The leading strategies for potential service improvements as identified by businesses and organizations include:

- Add local routes / expanded local service coverage to additional destinations.
- Increase the frequency of service (bus comes more frequently)
- Extend operating hours on weekdays.
- Extend operating hours on weekends.
- Remove the COVID travel restrictions. (Please note that the survey was begun before MAX had lifted almost all service restrictions.)

It is notable that the top priority for businesses/organizations (which is to add local routes / expand the service coverage) differs from the community's most preferred strategies for improvement.

Figure 27. Business and organization (left) and community (right) preferred MAX improvement strategies

Open-ended qualitative feedback

Throughout the survey, respondents were given the opportunity to provide answers outside of the categories provided, and in addition, respondents were asked: “Please share any other comments or questions to bring to the attention of the MAX Transit Study Team.” The following section highlights some of the key themes and comments that otherwise may not have been captured through the analysis already provided.

Perceptions

- “MAX Service is underutilized; buses seem empty.”
- “Misalignment between service routes and passenger needs.”
- “MAX is underperforming and not meeting the needs of the community.”
- “Lack of community understanding about what is offered by MAX (besides perceptions of alternative shifts, unreliable schedule)”
- “Stigma associated with MAX: It doesn't feel like an option someone takes unless they have to, which is sad. It should be a viable everyday option. Removing the stigma in the greater Holland area about mass transit will greatly benefit our city.”

Suggestions

- Regional connectivity
  - Holland and Grand Rapids
  - Holland and Hudsonville
  - Holland and Grand Haven
  - Holland and Saugatuck (Holland Aquatic Center)
  - Holland and Olive Township
  - Holland and East Side of Ottawa County (e.g., Tallmadge Township, Hudsonville / Jenison; also Harmony Communities, and Ikus Life Enrichment, which may be better suited for consideration by The Rapid)
- Local destinations connectivity
  - Holland State Park/ beach and downtown (summer season)
  - Park Township and Laketown Township to Holland Aquatic Center
  - Downtown loop to encourage parking outside downtown during Tulip Time (and anytime)
  - More coverage on the north side to connect it to the south side
  - Route to the Outdoor Discovery Center/Little Hawks Discovery Preschool
  - OAISD's Port Sheldon Campus
- Request for additional stops
  - Holland Farmers Market, Wednesdays & Saturdays, 8:00AM to 2:00PM (especially for population participating in food assistance programs who can use their Bridge Cards or Double Up Food Bucks at the market)
  - Windmill Island
  - LG Chem Plant / Industries east of Waverly Rd along 48th Street or 146th Ave
  - Greenhouse Seating Operations & Midwest Heating in South Holland for MillerKnoll
  - Renew Therapeutic Riding Center (especially for special needs children)
  - Quincy Place Senior Living and Authentix Apartments (new residential developments along Quincy Street in Holland Charter Township)
  - Herrick District Library North Branch at Riley Street
  - Bethany Christian Services

    - Harmony Communities (Supports adults with disabilities and needs public transportation for residents and staff in Hudsonville / Jenison.)
    - Make sure all major employers have stops within 1/2 mile or less
- Extended service hours
- More service coverage to rural areas
- Microtransit-type system
    - Similar to Uber or Lyft
- Focus on innovative and creative system upgrades
    - Focus less on capital items such as electric buses or grants focused on “current system”
- Seek a more self-sustaining business model
    - Reduce reliance on grants or tax dollars for operations
- Broader employer engagement

MAX Depot Transfer Survey

All MAX fixed-route buses begin and end their trip at the MAX depot. For most riders, they will need to make a connection to a second bus at the depot to complete their trip. Like the majority of transit agencies, MAX does not have a way to collect information about a rider’s full trip, including their starting and final destination, without directly asking riders.

Purpose

To examine how well the current system is meeting rider needs and explore the potential for route adjustments that allow for connections outside of the depot, the study team wanted a snapshot of where riders are currently traveling to and from.

Methodology

The transfer survey was conducted on a Thursday in September 2023 from 7am to 7pm at the depot. Passengers were polled during the brief transfer windows between the 50th minute when buses arrive back at the transfer center, and the 60th minute when the buses depart. Because of the time constraints, not all transfer passengers participated.

Survey results were processed to remove those that did not include enough information or passengers who started their trip at the depot to begin with. Specific addresses were aggregated into the center of the Census block group in which the address is located. Then these origins and destinations were mapped directly, removing the stop at the depot for the transfer, in order to more clearly see where passengers were traveling from and to.

Results

Through the course of the day, over 180 individuals responded to the transfer survey. The depot was the final destination only for a small handful of passengers; most, if not all, were transfer passengers. Figure 28 shows the survey results, with the lines of different color and thickness representing the number of trips that had the same Census block group origin and destination. In addition to those passengers making connections, the study team note that a group of eight passengers were transported to the depot by the OAISD school van to connect with the Route 8 bus.

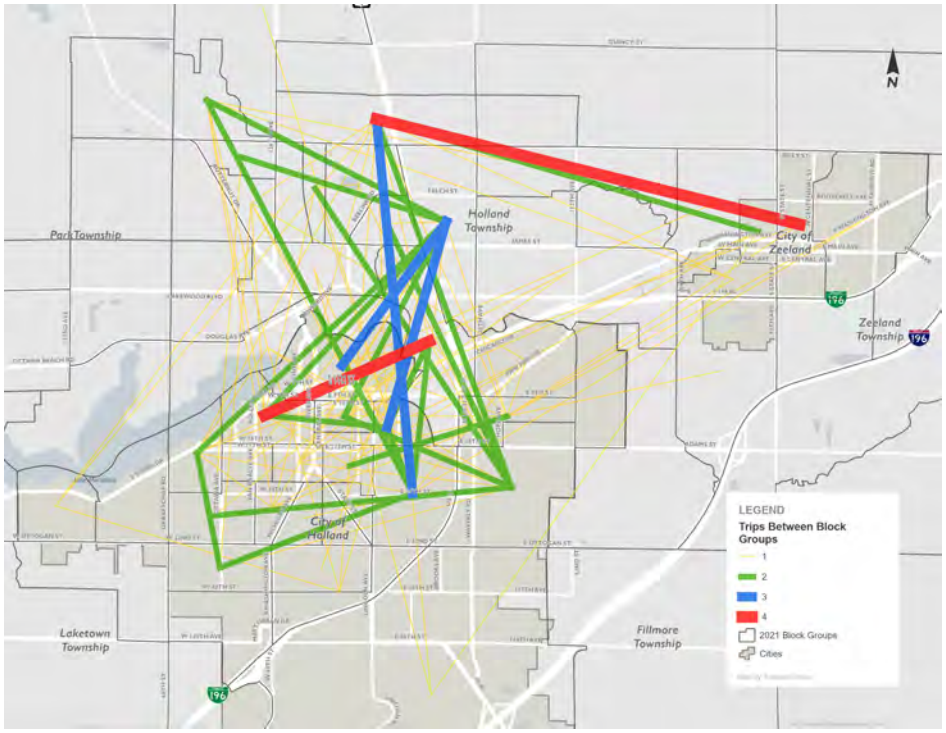


Figure 28. Trip origins and destinations from transfer survey

Though the sample size is small, it is still notable that most trips appear to be cross-municipal connections, between the City of Holland and City of Zeeland, City of Holland and Holland Charter Township, and between Holland Charter Township and the City of Zeeland. Key destinations which emerged were often shaped by employment, errands/shopping, or social services support.

APPENDIX

M

Open House Outreach

2050 LRTP

OPEN HOUSE OUTREACH

Sent in Nov. & Dec. newsletter

Website

OPEN HOUSE OUTREACH

OPEN HOUSE OUTREACH

Austin Metz
Holland Sentinel

Published 3:34 a.m. ET Jan. 6, 2024 | Updated 3:34 a.m. ET Jan. 6, 2024

HOLLAND — The Macatawa Area Coordinating Council, an inter-municipality transportation and sustainability planning board, is looking for your input.

The MACC is working toward completion of its 2050 Long-Range Transportation Plan. The group will hold two public open houses from 12-2 p.m. and 4-6 p.m. Wednesday, Jan. 17, at 301 Douglas Ave. in Holland to gather input.

The Macatawa Area Coordinating Council, an inter-municipality transportation and sustainability planning board, is looking for your input. *Cody Scanlan/Holland Sentinel*

The multimodal plan is a regional guide for continued investment in various modes of transportation for visitors, residents and employers, including roadways, public transit, and private transportation, non-motorized, passenger rail service and passenger air service.

Along with an analysis of existing systems, the report looks at regional trends and dives into future projects and financing.

The MACC encourages the public to review the plan, which is online at the-macc.org. Residents can provide feedback remotely by taking the transportation survey in English at surveymonkey.com/r/VC2P2GP or in Spanish at surveymonkey.com/r/X33N2P8.

— Contact reporter Austin Metz at ametz@hollandsentinel.com.

Holland Sentinel Article

From:	Alec Miller
To:	Jacob Bonnema; Tom Bird; Mayor E-Mail; bowdenh@michigan.gov; Mandy Cooper; fillmoretownship@gmail.com; Elaine Mokma; Linda Howell; Jim Gerard; jskleinheksel@gmail.com; Kevin Klynstra; Supervisor; Terry Nienhuis; tom.oonk@zeelandtwp.org; Pankaj Rajadhyaksha; mike@portsheldontwp.org; Jim Storey; russteslaa@yahoo.com; kurt zrgraphics.com; kentt@michigan.gov
Subject:	MACC LRTP Open House
Date:	Tuesday, January 16, 2024 10:24:00 AM

Good morning, Policy Board -

I know it's been awhile and I'm sure you all miss the MACC staff, so I wanted to remind you all of our LRTP Open House tomorrow from 12:00 – 2:00 PM & 4:00 – 6:00 PM at the MACC office – 301 Douglas Ave!

There will be light refreshments, lots of maps, AND you can check out our new flooring that just got put in!

Hope to see you all there!

Alec Miller | Transportation Planner
(616) 395-2688 (MACC) |(906) 241-4236 (Cell)
amiller@the-macc.org

From: Alec Miller
To: Technical Advisory Committee
Subject: MACC LRTP Open House
Date: Tuesday, January 16, 2024 10:22:00 AM

Good morning,

I wanted to remind you all of our LRTP Open House tomorrow from 12:00 – 2:00 PM & 4:00 – 6:00 PM at the MACC office – 301 Douglas Ave!

There will be light refreshments, lots of maps, great MACC employees, AND you can check out our new flooring that just got put in!

Hope to see you all there!

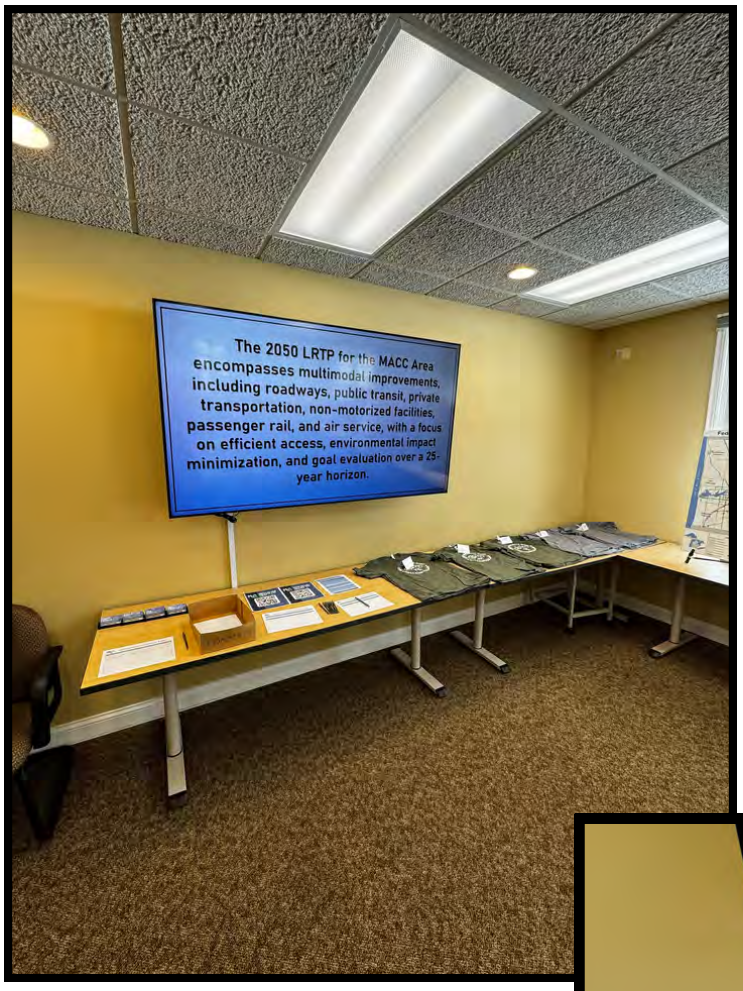
Alec Miller | Transportation Planner
(616) 395-2688 (MACC) |(906) 241-4236 (Cell)
amiller@the-macc.org

APPENDIX

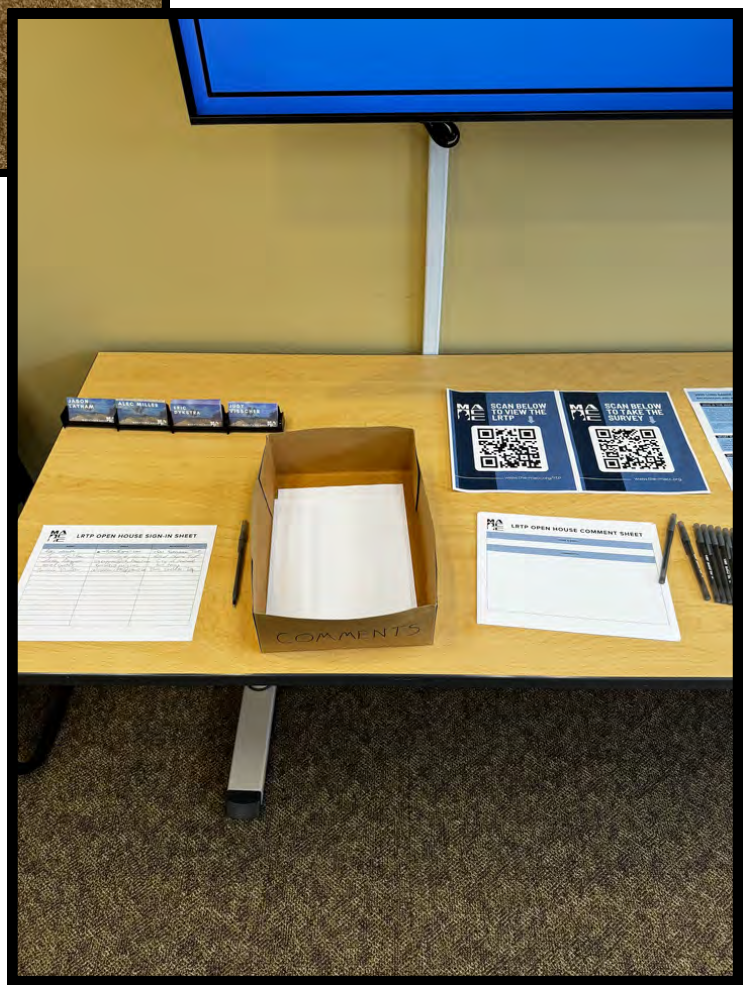
N

Open House Photos

2050 LRTP

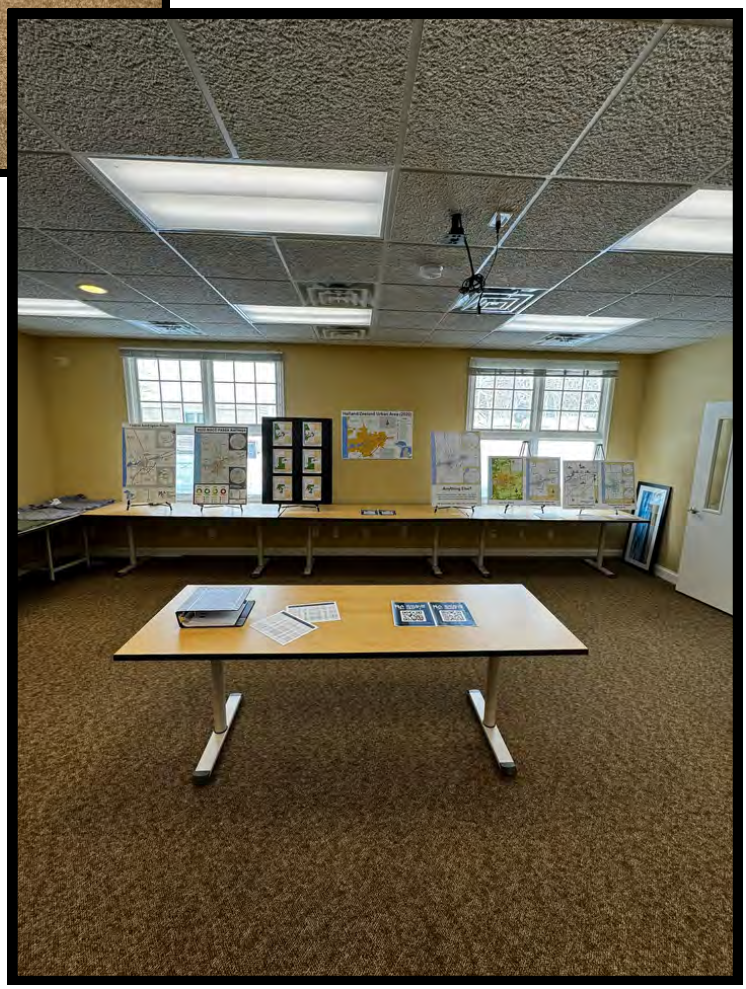


Entrance



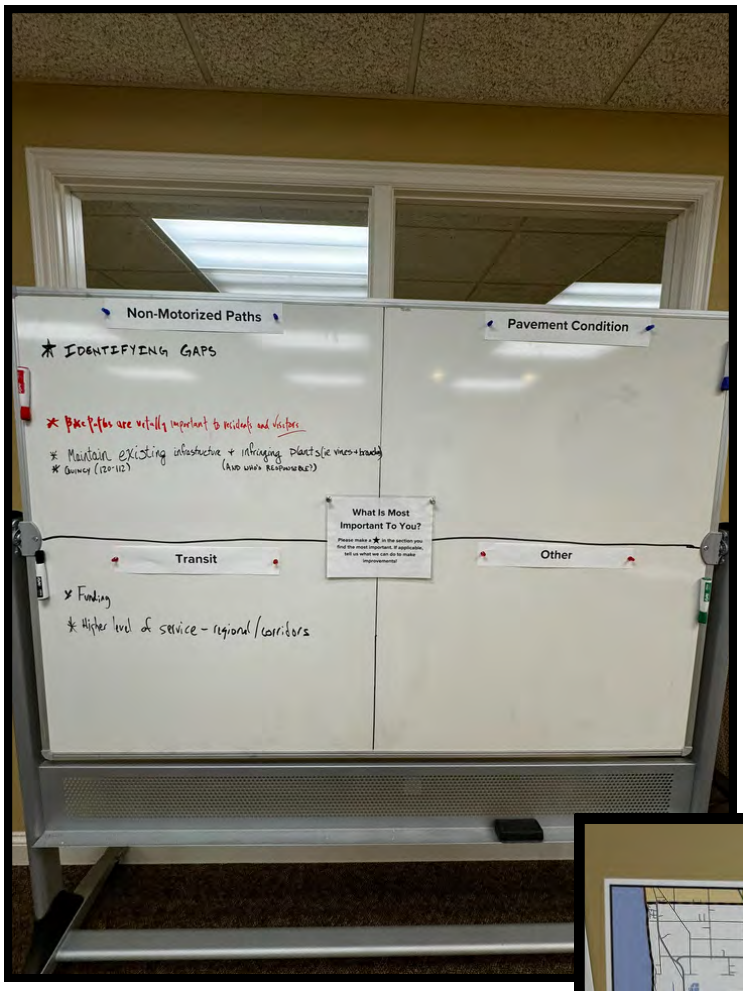
Sign - in area & comment box

Participants

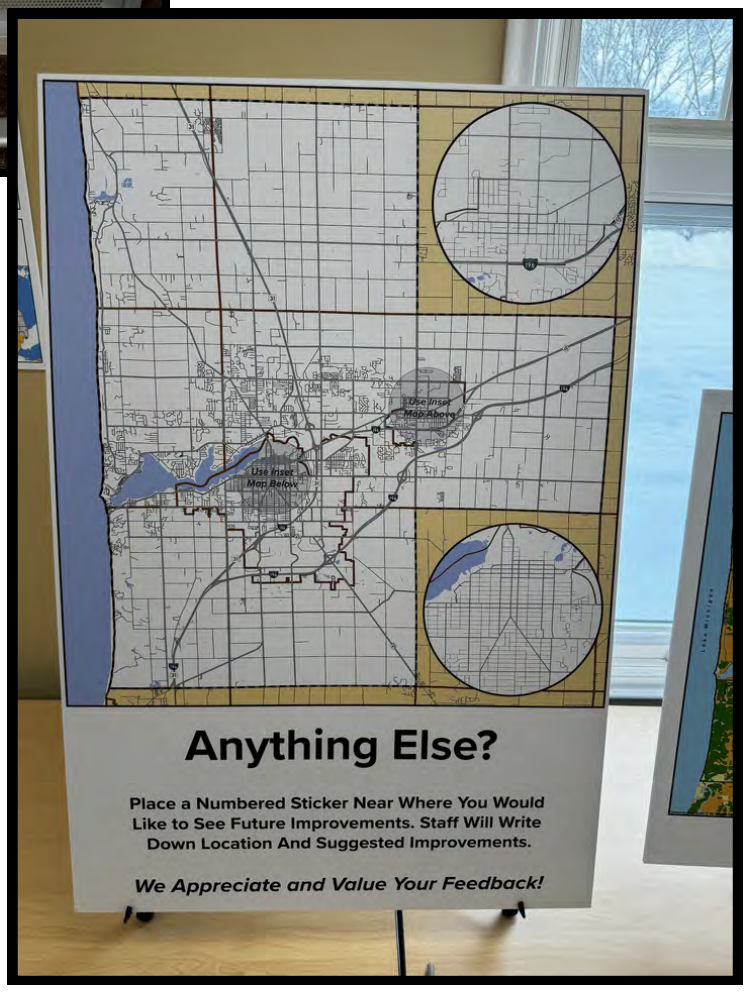


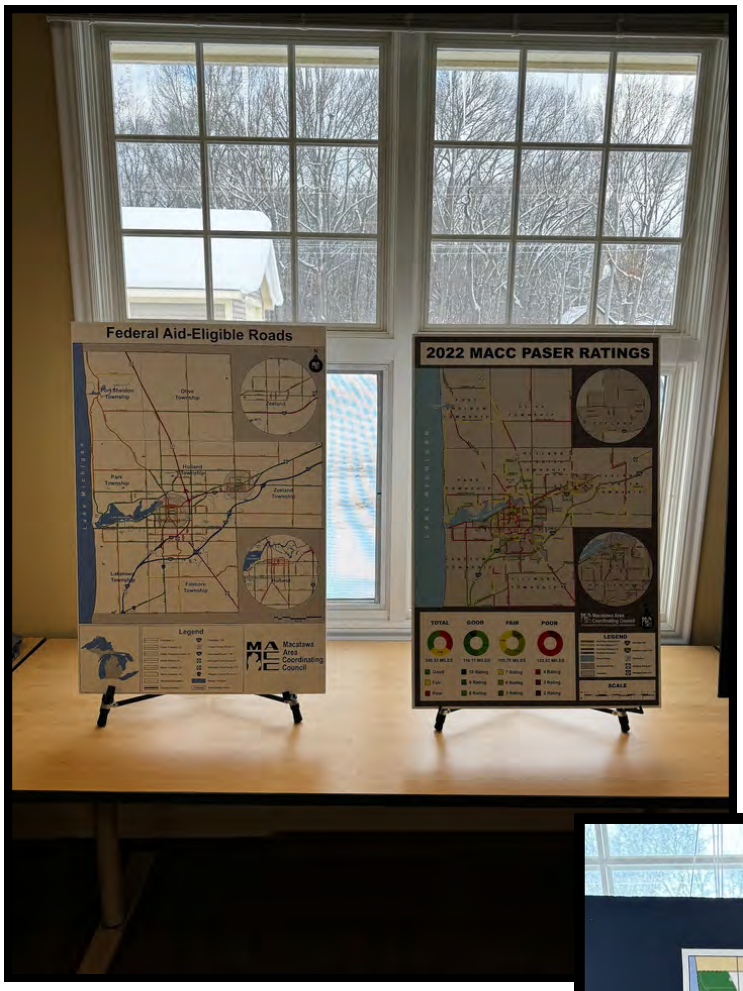
Maps, LRTP hard copy, and project list

Interactive whiteboard



Interactive map





Example of maps provided

Example of maps provided

APPENDIX

O

Open House Sign-In & Comments

2050 LRTP

LRTP OPEN HOUSE SIGN-IN SHEET

NAME	EMAIL	MUNICIPALITY
Steve Bulthuis	steveb@hct.holland.mi.us	HCT
Terry Wiersma	tlw.hd.@m.up	HCT
Jeff Genova	j.genova@cityofHolland.com	Holland DDA
Carl Postma	CARLEP17@GMAIL.COM	PARK
Tyler Kent	KENTT@MICHIGAN.GOV	MDOT-GRAND REGION
Chris Kleinjans	Kleinjans4ercountycommissioner@gmail.com	HCT
Keith Van Beek	K.vanbeek@cityofholland.com	City of Holland
Donald VanderKuyl	supervisor@BlendonTownship.mi.gov	Blendon Twp
Howard Fink	Hfink@Parktownship.org	Park
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Yadah V. Ramirez	yramirez@cfhz.org	(CFHZ) Ottawa County
Jacob Bonnema	JACOB@JACOBBONNEMA.COM	Ottawa County
John L. Wildeboer	johnlwildeboer@gmail.com	Holland Twp
Derick Eldridge	ejdg Atdu	Park Twp

LRTP OPEN HOUSE SIGN-IN SHEET

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Carolina Visscher	cv13scher1991@gmail.com	Port Sheldon Twp
Blake Wright	wrightb266michigan.gov	MDOT
Luke Walters	WaltersL3@michigan.gov	MDOT
Tom Oonk		Zeeland Township
Laura Harris	Laura@crosscountrycycle.com	Ottawa County
Steve Petersen	S.Peters@cityofhollad.com	Holland
Mark Kornelis	M.Kornelis@cityofholland.com	Holland
DAVE VANDER KOOI	davevk@chartermi.net	Zeeland
Tom BIRD	tombird2@yahoo.com	Park Twp.
Kevin Klynstra	kklynstra@cityofzeeland.com	Zeeland
Jim Mahaney	jrmahaney@gmail.com	Park Township - south
Dan Callam	dcanc@outdoordiscovery.org	ODC Network

LRTP OPEN HOUSE COMMENT SHEET

NAME & EMAIL

COMMENTS
Rail to trail - river ave to anfline ✓ Steve Spuelhof 4 to 3 lane conversion - division to 100 Ottawa Beach ✓ Steve

LRTP OPEN HOUSE COMMENT SHEET

NAME & EMAIL
Carl

COMMENTS
Micro transit to get to bus lines... dont want to go to depot any time.

2050 LRTP OPEN HOUSE COMMENTS

The MACC opted to maintain anonymity for all the verbally shared comments.

"Who snow plows non-motorized paths and wondering who is responsible?"

"Who is responsible for trail maintenance like overgrown trees and bushes?"

"There's no good connection from Zeeland Charter Township to the City of Zeeland."

"We have a good north/south trail network, but east/west is lacking."

"There is a lack of efficient routes from SW Park Township to I-196."

"Park Township needs to up millages for non-motorized path maintenance."

"Keep reaching out to underserved communities."

"A pedestrian bridge over the BL is vital to the Zeeland community."

"Identifying gaps in the non-motorized network is very important."

"A bike lane on 17th Street in Holland would be nice."

"Where does this area stand with M-231?"

"A connection to Bryon Road under I-196 for Upper Mac would be nice."

"Please connect Windmill Island to the north side of Holland."

"Please widen 88th Avenue over I-196 for bikers."

"You should look into a water taxi on Lake Macatwa."

"I wish there was a bus service to the Fillmore Complex."

APPENDIX

P

LRTP Consultation Packet

2050 LRTP

Macatawa Area Coordinating Council

A Cooperative Effort Among Units of Government

December 28, 2023

RE: Request for Consultation on MACC 2050 Long Range Transportation Plan Proposed Projects

Dear Transportation Stakeholder,

The Macatawa Area Coordinating Council (MACC) is seeking input on projects proposed for the 2050 Long Range Transportation Plan (LRTP). As a community stakeholder, we would like to ask you to review these projects and share any comments or concerns by **Sunday, February 11, 2024**.

Enclosed is information about the MACC, background on the development of the 2050 LRTP, and a map and list of projects that are being proposed for improvement and expansion (increasing capacity by adding travel or middle turn lanes). Please note that this is a draft list and construction is not guaranteed. If you would like to review or comment on the draft 2050 plan document, it can be found in the transportation section of the MACC's website (www.the-macc.org).

We appreciate your comments and want you to know that your input is important to the transportation planning process. We ask that you contact us by email at amiller@themacc.org, or send comments to:

Macatawa Area Coordinating Council
Attn: Alec Miller
301 Douglas Avenue
Holland, MI 49424

An open house is scheduled at the MACC office on **Wednesday, January 17** (Noon-2:00 p.m. & 4:00-6:00 p.m.). Please join us to share comments and enjoy refreshments if you are able. Thank you for your participation.

Sincerely,

Alec Miller
Transportation Planner
Macatawa Area Coordinating Council

2050 LONG RANGE TRANSPORTATION PLAN

BACKGROUND AND INFORMATION

WHO IS THE MACC?

The Macatawa Area Coordinating Council (MACC) is the Metropolitan Planning Organization (MPO) for the Holland/Zeeland urbanized area and is required by federal legislation to provide coordinated transportation planning. The MACC is made up of various governmental agencies, including: the Federal Highway Administration, the Michigan Department of Transportation, the Ottawa and Allegan County Road Commissions, the counties of Ottawa and Allegan, the cities of Holland and Zeeland, the townships of Port Sheldon, Olive, Park, Holland, Zeeland, Laketown, and Fillmore, and the Macatawa Area Express. Each of these agencies is represented on the MACC's Policy Committee, which conducts meetings that are open to the public.

The MACC's transportation program is funded by planning funds from the Federal Highway Administration, the Federal Transit Administration, the Michigan Department of Transportation, and local dues.

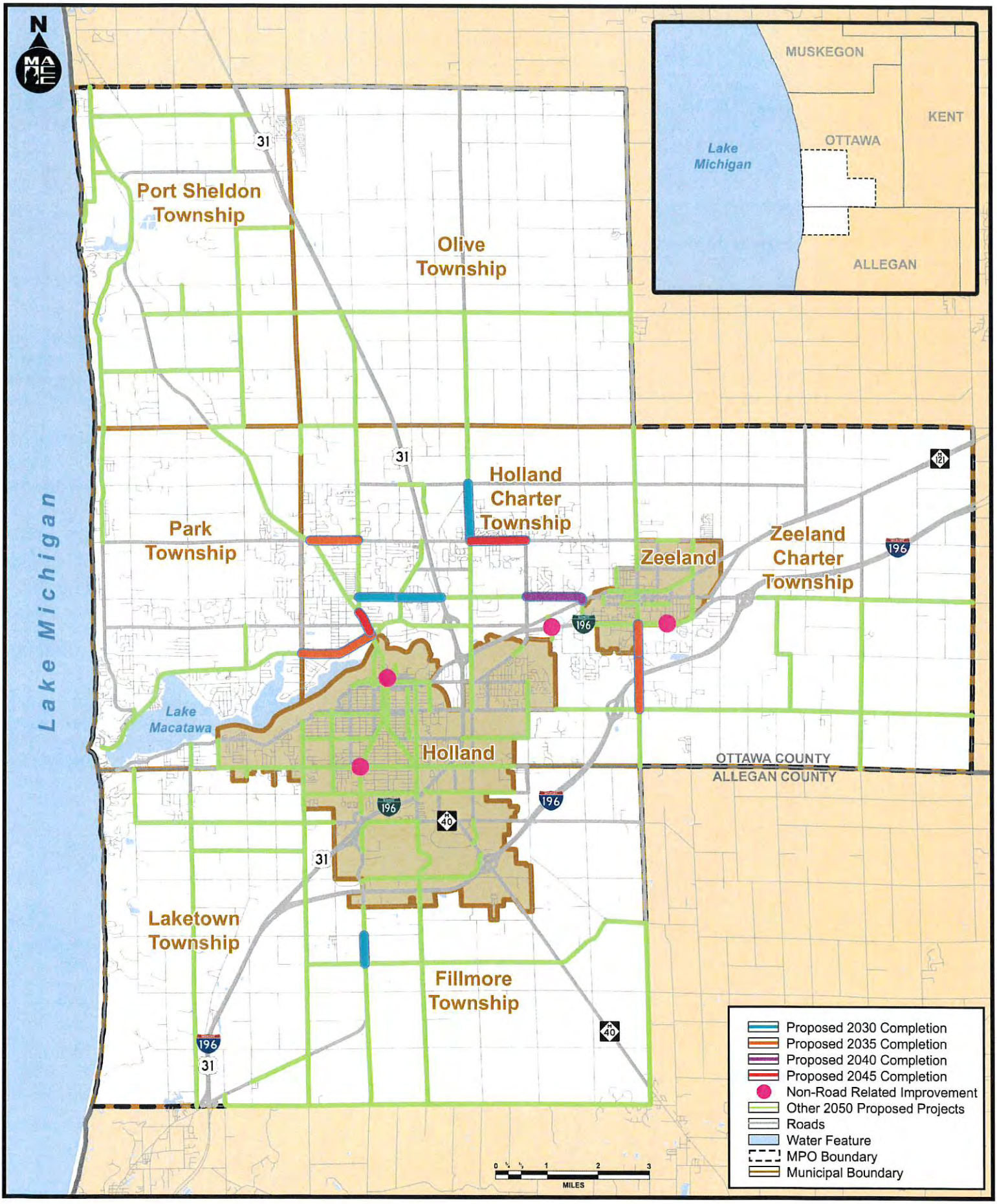
WHAT IS THE 2050 LRTP?

The Long Range Transportation Plan (LRTP) identifies how the region plans to invest in transportation over the next 25+ years. The plan includes strategies and actions to develop an integrated system that facilitates the efficient movement of people and goods in the greater Holland/Zeeland area. The plan looks at roadway capacity projects as well as plans for passenger rail, bus service, freight movements, and non-motorized infrastructure for pedestrians and cyclists.

WHY ARE WE ASKING FOR COMMENTS?

As part of the federal transportation bill the FAST (Fixing America's Surface Transportation) Act, it is a requirement of metropolitan planning organizations to seek input. Being a member of the community, you likely travel daily around the MACC area. Each person experiences the world in different ways and we value your unique perspectives. The comments that are received are important and will be incorporated into the plan which helps to guide decision making.

MACC staff are available to meet with interested organizations and individuals regarding the proposed projects. Please contact Alec Miller at amiller@the-macc.org, or by calling (616) 395-2688.



2050 Long Range Transportation Plan

Proposed Improve and Expand (I&E) Project Map

Eric Dykstra

From: Eric Dykstra
Sent: Thursday, December 28, 2023 1:05 PM
Subject: MACC 2050 Long Range Transportation Plan, Transportation Survey, and Open House Information
Attachments: 2050 LRTP Draft_COMBINED_COMPRESSED.pdf; 2050 LRTP Info Sheets.pdf; Open House Save the Date.jpg

Hello,

Attached is the Macatawa Area Coordinating Council's (MACC) ***DRAFT*** 2050 Long-Range Transportation Plan. We are the federally-designated metropolitan planning organization (MPO) for the Holland/Zeeland area. As a valued stakeholder of the greater Holland/Zeeland area, we are emailing you to receive feedback and/or comments in regards to our 2050 Long-Range Transportation Plan. The Long-Range Transportation Plan is the statement of the ways the region plans to invest in the transportation system. The plan includes strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. This plan looks out to the year 2050. For more information, please visit the MACC website at: https://www.the-macc.org/. In addition, attached are three info sheets which provide a background for the LRTP, a map, and a letter from the MACC.

You are also invited to take our Transportation Survey of the Greater Holland/Zeeland Area. To access the survey in English, please visit https://www.surveymonkey.com/r/VC2P2GP. ***Para acceder a la encuesta en Español, visite*** https://www.surveymonkey.com/r/X33N2P8.

Please note that all comments/feedback must be received by **February 11, 2024**.

Lastly, we encourage you to attend our **2050 Long-Range Transportation Plan Open House**, which is scheduled for **Wednesday January 17, 2024** at the MACC Office, which is located at 301 Douglas Avenue, Holland, MI 49424. The open house will take place between **12:00 p.m. and 2:00 p.m., as well as 4:00 p.m. to 6:00 p.m.** Light refreshments will be provided.

Please email any comments to Alec Miller (amiller@the-macc.org) , or myself (edykstra@the-macc.org).

Thank you, and have a Happy New Year,

Eric J. Dykstra | GIS Specialist
(616) 395-2688 (MACC) | (616) 516-7503 (Cell)
301 Douglas Ave | Holland, MI 49424
edykstra@the-macc.org | www.the-macc.org
Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

APPENDIX

Q

Consultation Comments Received

2050 LRTP

Eric Dykstra

From: Jason Latham
Sent: Thursday, January 18, 2024 1:30 PM
To: Alec Miller; Eric Dykstra
Subject: FW: West Michigan Express Implementation Report and suggested description
Attachments: TheRapidTMP_WMXImplementationPlan_1.11.2024.pdf

See below. Greg Holcomb has a comment that he would like added to the LRP. Thoughts?
Also, he attached the "not for public use" draft plan…

Jason R. Latham | Executive Director
(616) 395-2688 (MACC) | (269) 217-6354 (Cell)
301 Douglas Ave | Holland, MI 49424
jlatham@the-macc.org | www.the-macc.org
Macatawa Area Coordinating Council
A Cooperative Effort Among Units of Government

From: Greg Holcombe <gregholcombe2018@gmail.com>
Sent: Thursday, January 18, 2024 12:46 PM
To: Jason Latham <jlatham@the-macc.org>
Cc: Greg Holcombe - Gmail <GregHolcombe2018@gmail.com>
Subject: West Michigan Express Implementation Report and suggested description

Hi Jason,

Thanks for our quick call this morning about the WMX work and the latest draft of the Implementation Plan (attached, but not yet public). I hope you find it interesting and useful as a reference document as WMX and its planned pilot plays out. Please let me know if you have any questions or suggestions about our WMX work.

WMX suggestion. The words we would recommend to add to your LRTP, page 102, to describe the WMX Pilot are as follows: ***"In early 2024, a WMX Pilot plan is being considered which would use 1 or 2 coaches to serve the Holland-Zeeland-Hudsonville-Grand Rapids route with at least 5 daily round trips."***

Personal Note: Beyond WMX, and thinking about the current MAX study, I do wonder if a "larger aspirational" statement in your LRP would be worthwhile? And you might already have such a statement in the draft report…

> Perhaps something *like "In all of our work together, we encourage transportation/transit planners to seek to coordinate and integrate the various modes we are supporting. So that, for example, as MAX services are possibly revised, they would be coordinated with new (private?) micro-transit services, key non-motorized nodes (such as the Macatawa River Greenway), and West Michigan Express stations (if the WMX pilot is initiated)… This integration would provide more frictionless connections across the MACC area and between communities."*

Thanks again Jason! You are in a key position to help in all of this current transportation thinking and integration attitudes. Best wishes in your important work! Greg

Greg Holcombe
(616)-566-3030 mobile
GregHolcombe2018@gmail.com

Eric Dykstra

From: irons54vortex@gmail.com
Sent: Tuesday, January 2, 2024 11:50 AM
To: Eric Dykstra
Subject: RE: MACC 2050 Long Range Transportation Plan, Transportation Survey, and Open House Information

Eric,

I have completed the survey. Regards comments on the LRTP, there really is not a lot of bicycle content, and essentially it is all a discussion of current facilities and data rather than plans for future improvements/expansions. I didn't find anything in the traffic modeling that suggested actions relating to bicycling. It seems like with the net-zero 2050 efforts and the rapid increase in eBike sales, that would factor in more obviously.

Kerry

-----Original Message-----
From: Eric Dykstra <edykstra@the-macc.org>
Sent: Tuesday, January 2, 2024 8:48 AM
To: irons54vortex@gmail.com
Subject: Re: MACC 2050 Long Range Transportation Plan, Transportation Survey, and Open House Information

Kerry,

That sounds good. Please provide any comments you see fit, and we would strongly encourage you to complete the survey—it will really help us out in the future.

Thanks, and Happy New Year!

Eric

Eric J. Dykstra | GIS Specialist
(616) 395-2688 (MACC) | (616) 516-7503 (Cell)
301 Douglas Ave | Holland, MI 49424
mailto:edykstra@the-macc.org | http://www.the-macc.org/

_____
From: mailto:irons54vortex@gmail.com <mailto:irons54vortex@gmail.com>
Sent: Thursday, December 28, 2023 4:31 PM
To: Eric Dykstra <mailto:edykstra@the-macc.org>
Subject: RE: MACC 2050 Long Range Transportation Plan, Transportation Survey, and Open House Information

Eric,

I'll be out of town on January 17 but will try to complete the survey and review the draft plan before the deadlines.

Kerry Irons
Adventure Cycling Association
989-513-7871

----- Original Message -----
From: Eric Dykstra <mailto:edykstra@the-macc.org>
Sent: Thursday, December 28, 2023 1:05 PM
Subject: MACC 2050 Long Range Transportation Plan, Transportation Survey, and Open House Information

Hello,

Attached is the Macatawa Area Coordinating Council's (MACC) DRAFT 2050 Long-Range Transportation Plan. We are the federally-designated metropolitan planning organization (MPO) for the Holland/Zeeland area. As a valued stakeholder of the greater Holland/Zeeland area, we are emailing you to receive feedback and/or comments in regards to our 2050 Long-Range Transportation Plan. The Long-Range Transportation Plan is the statement of the ways the region plans to invest in the transportation system. The plan includes strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. This plan looks out to the year 2050. For more information, please visit the MACC website at:
https://www.the-macc.org/unified-work-program-copy. In addition, attached are three info sheets which provide a background for the LRTP, a map, and a letter from the MACC.

You are also invited to take our Transportation Survey of the Greater Holland/Zeeland Area. To access the survey in English, please visit https://www.surveymonkey.com/r/VC2P2GP. Para acceder a la encuesta en Español, visite https://www.surveymonkey.com/r/X33N2P8.

Please note that all comments/feedback must be received by February 11, 2024.

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to 6:00 p.m. Light refreshments will be provided.

Please email any comments to Alec Miller (mailto:amiller@the-macc.org) , or myself (mailto:edykstra@the-macc.org).

Thank you, and have a Happy New Year,

Eric J. Dykstra | GIS Specialist
(616) 395-2688 (MACC) | (616) 516-7503 (Cell)
301 Douglas Ave | Holland, MI 49424
mailto:edykstra@the-macc.org | http://www.the-macc.org/

Eric Dykstra

From: Steven Peterson <s.peterson@cityofholland.com>
Sent: Monday, January 29, 2024 1:25 PM
To: Jason Latham; Eric Dykstra
Subject: LRTP comments
Attachments: 2050 LRTP Draft_with CNS comments.pdf

Huys, tried to put the comments from the CNS department in the attached document. Let me know if it didn't work.

Steve Peterson, AICP
Senior Planner
City of Holland
270 S River Ave, Third Floor
Holland MI 49423
616-355-1365
S.Peterson@cityofholland.com