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# Final

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## Transportation Conformity Determination Report for the 1997 Ozone NAAQS

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

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Feb. 29, 2024

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or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.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

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## 1.0 BACKGROUND

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### 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.

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## 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.

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## 1.3 ATTAINMENT STATUS

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

On May 16, 2007, the EPA redesignated the area attainment, approving and finding adequate motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) 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.

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## **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.

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### **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.

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### **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<sup>1</sup> 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 LRTPs and 2023-2026 TIPs.

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## 5.0 TRANSPORTATION CONFORMITY REQUIREMENTS

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### 5.1 OVERVIEW

On Nov. 29, 2018, EPA issued the **Transportation Conformity Guidance for the South Coast II Court Decision**<sup>2</sup> (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).

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<sup>1</sup> 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?Dockkey=P100VQME.pdf>.

<sup>2</sup> 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).

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## 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.

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### **5.4 TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES**

The Michigan SIP does not include any TCMs.

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### **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.

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## 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.

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## 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 their 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:**

<b>Agency</b>	<b>Name</b>
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 Macatawa Area Coordinating Council (MACC)	Donna Wittl
West Michigan Metropolitan Transportation Planning Program (WestPlan)	Alec Miller
MDOT Program Manager MACC, WestPlan	Robert Johnson
MDOT Grand Region	Luke Walters
Grand Valley Metro Council (GVMC)	Tyler Kent
	Mike Zonyk and Laurel Joseph
MDOT Office of Passenger Transportation (OPT) Muskegon and Ottawa counties	Tina Hawley



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## Wittl, Donna (MDOT)

**From:** Wittl, Donna (MDOT)  
**Sent:** Tuesday, December 5, 2023 12:21 PM  
**To:** [leslie.michael@epa.gov](mailto:leslie.michael@epa.gov); Weber, Susan (FTA); Bukowski, Breanna (EGLE); Walters, Luke (MDOT); [rjohnson@wmsrdc.org](mailto:rjohnson@wmsrdc.org); bmulnix; [jfitzpatrick@wmsrdc.org](mailto:jfitzpatrick@wmsrdc.org); [andrea.faber@gvmc.org](mailto: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](mailto:c.nicholaides@dot.gov); [Kathleen.russell@dot.gov](mailto: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](mailto: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.

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
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	146 <sup>th</sup> Avenue	60 <sup>th</sup> Street to City Limits	0.50	Road Rehabilitation	Resurface existing roadway	CON	\$107,095	\$164,868	Exempt	
2030	Local	ACRC	Allegan	56 <sup>th</sup> Street	141 <sup>st</sup> Avenue to City Limits	1.00	Road Rehabilitation	Resurface existing roadway	CON	\$208,671	\$321,239	Exempt	
2030	Local	ACRC	Allegan	60 <sup>th</sup> Street	146 <sup>th</sup> 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	60 <sup>th</sup> Street	136 <sup>th</sup> Avenue to 146 <sup>th</sup> 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	

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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 Donnelly 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	

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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	32 <sup>nd</sup> 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	32 <sup>nd</sup> 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	8 <sup>th</sup> 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	32 <sup>nd</sup> 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	24 <sup>th</sup> 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	8 <sup>th</sup> 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	19 <sup>th</sup> 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. 48 <sup>th</sup> 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	

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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	48 <sup>th</sup> Street	136 <sup>th</sup> Avenue to 142 <sup>nd</sup> 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	56 <sup>th</sup> Street	136 <sup>th</sup> Avenue to 141 <sup>st</sup> Avenue	2.50	Road Rehabilitation	Resurface existing roadway	CON	\$481,379	\$901,614	Exempt	
2035-2040	Local	ACRC	Allegan	58 <sup>th</sup> Street	136 <sup>th</sup> Avenue to 139 <sup>th</sup> 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	146 <sup>th</sup> Avenue	66 <sup>th</sup> Street to 60 <sup>th</sup> Street	3.00	Road Rehabilitation	Resurface existing roadway	CON	\$389,740	\$888,127	Exempt	
2040-2045	Local	ACRC	Allegan	136 <sup>th</sup> Avenue	58 <sup>th</sup> to 54 <sup>th</sup> Street	2.00	Road Rehabilitation	Resurface existing roadway	CON	\$411,822	\$938,447	Exempt	
2040-2045	Local	ACRC	Allegan	136 <sup>th</sup> Avenue	54 <sup>th</sup> Street to 48 <sup>th</sup> Street	3.00	Road Rehabilitation	Resurface existing roadway	CON	\$614,973	\$1,401,381	Exempt	
2040-2045	Local	ACRC	Allegan	141 <sup>st</sup> Avenue	60 <sup>th</sup> Street to M-40	4.60	Road Rehabilitation	Resurface existing roadway	CON	\$780,585	\$1,778,772	Exempt	
2040-2045	Local	ACRC	Allegan	58 <sup>th</sup> Street	139 <sup>th</sup> Avenue to City Limits	2.00	Road Rehabilitation	Resurface existing roadway	CON	\$517,813	\$1,179,976	Exempt	
2040-2045	Local	ACRC	Allegan	60 <sup>th</sup> Street	City Limit to 136 <sup>th</sup> 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	66 <sup>th</sup> Street	Ottogan Street to 146 <sup>th</sup> Avenue	1.00	Road Rehabilitation	Resurface existing roadway	CON	\$230,752	\$525,830	Exempt	
2040-2045	Local	ACRC	Allegan	Fillmore Road	M-40 to 48 <sup>th</sup> 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

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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	