
Draft for Public Comment

Transportation Conformity Determination Report for the 1997 Ozone NAAQS

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

GVMC New 2050 MTP

March 22, 2024

Grand Valley Metro Council (GVMC)
678 Front Ave. Northwest, Suite 200
Grand Rapids, MI 49504
616-776-3876
WWW.GVMC.ORG

in cooperation with

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

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

TABLE OF CONTENTS

Executive Summary 3

1.0 Background 5

 1.1 Transportation Conformity Process 5

 1.2 Conformity Area 6

 1.3 Attainment Status 6

2.0 Long-Range Transportation Plan or Metropolitan Transportation Plan 7

3.0 Transportation Improvement Program..... 8

4.0 Transportation Conformity Determination: General Process..... 8

5.0 Transportation Conformity Requirements 9

 5.1 Overview 9

 5.2 Latest Planning Assumptions 10

 5.3 Consultation Requirements..... 11

 5.4 Timely Implementation of Transportation Control Measures 11

 5.5 Fiscal Constraint..... 11

6.0 Conclusion..... 12

Appendix A: Meeting Summary of Interagency Workgroups..... 13

Appendix B: Public Comments and Responses..... 15

Appendix C: Projects Evaluated for Conformity 16

EXECUTIVE SUMMARY

As part of its transportation planning process, Grand Valley Metro Council (GVMC) completed the transportation conformity process for the GVMC 2050 Metropolitan Transportation Plan (MTP) and 2023-2026 Transportation Improvement Program (TIP). This report documents that the GVMC 2050 MTP, as well as the West Michigan Metropolitan Transportation Planning Program (WestPlan) 2050 Long-Range Transportation Plan (LRTP), Macatawa Area Coordinating Council (MACC) 2050 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 (NO_x) for the year 2018. The area was placed into maintenance; this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP.

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

On July 20, 2013, the EPA partially revoked the 1997 ozone NAAQS, revoking the requirement to do transportation conformity for areas that were in maintenance.

On April 6, 2015, the EPA completely revoked the 1997 ozone NAAQS, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, FHWA began requiring areas in the country to conduct conformity if they were a maintenance area for the 1997

ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast II*. The Grand Rapids conformity area was one of these areas. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated both Kent and Ottawa counties as attainment for the strengthened 2015 ozone NAAQS.

On 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 GVMC is developing a new 2050 MTP. This conformity report is to ensure that GVMC satisfies its obligation to the CAA. The 2050 LRTPs of WestPlan and the MACC 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:

- GVMC 2050 MTP,
- GVMC 2023-2026 TIP,
- WestPlan 2050 LRTP in Ottawa County,
- WestPlan 2023-2026 TIP in Ottawa County,
- MACC 2050 LRTP in Ottawa County,
- MACC 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 the EPA¹ for certain transportation activities, including updated or amended MTPs and TIPs. FHWA/FTA made its initial 1997 ozone NAAQS conformity determination on May 30, 2019 for the 2040 LRTPs and FY2017-2020 TIPs. Conformity will now be required no less frequently than every four years. This conformity determination report will address transportation conformity for the new GVMC 2050 MTP and 2023-2026 TIP and the existing MACC and WestPlan 2050 LRTPs and 2023-2026 TIPs contained in Ottawa County.

5.0 TRANSPORTATION CONFORMITY REQUIREMENTS

5.1 OVERVIEW

On Nov. 29, 2018, EPA issued the **Transportation Conformity Guidance for the South Coast II Court Decision**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?Dockkey=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, budget, or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the GVMC 2050 MTP, WestPlan 2050 LRTP, MACC 2050 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 analyses. 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 GVMC, the MACC, WestPlan, the Michigan Department of Transportation (MDOT), the Michigan Department of Environment, Great Lakes, and Energy (EGLE), FHWA, FTA, and EPA. A summary of the Michigan Transportation Interagency Workgroup (MITC-IAWG) meeting on Dec. 14, 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 is March 22, 2024, through April 22, 2024, for the GVMC. The documents for MACC and WestPlan are unchanged since the last conformity analysis. Public comments received and responses to those comments will be in Appendix B.

The GVMC Policy Committee will make a formal conformity determination through a resolution on May 15, 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:

- GVMC 2050 MTP, Chapter 7, Funding the Vision,
- GVMC 2023-2026 TIP, Financial Plan, and
- WestPlan 2050 LRTP, Chapter 13 Financial Resources Analysis,
- WestPlan 2023-2026 TIP, Financial Analysis,
- MACC 2050 LRTP, Chapter 11 Financial Resources Analysis,
- MACC 2023-2026 TIP, Financial Plan, and
- 2023-2026 Rural STIP, for Ottawa County.

6.0 CONCLUSION

The conformity determination process completed for the GVMC 2050 MTP, WestPlan 2050 LRTP, MACC 2050 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 Workgroup

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)
 Allegan County 2015 Ozone Nonattainment Area,
 Muskegon County 2015 Ozone Nonattainment Area,
 Grand Rapids (Kent and Ottawa Counties) Limited Orphan Maintenance Area
 For
 GVMC New 2050 Metropolitan Transportation Plan (MTP)
 December 14, 2023

A MITC-IAWG was conducted by email to review the project list for GVMC’s new 2050 Metropolitan Transportation Plan. The MPO requested the group concur with the proposed classification of specific projects and general funding categories. The group ultimately agreed with the MPO’s classifications provided one transit category was changed from “miscellaneous transit projects” to “miscellaneous planning projects” for clarification. It was reiterated that classifications for the general funding category were not for specific projects that would be in these categories and that when future projects were programmed from these funding bins, they would go through the IAWG process. Responses are listed below.

Because GVMC is adopting a new MTP, a new conformity report is required.

Agency	Name	Concur	No response
EPA	Michael Leslie	X	
FHWA	Christina Nicholaides	X	
FTA	Kathleen Russell	X <i>(Conditional commitment was given; concern was resolved)</i>	
EGLE	Breanna Bukowski	X	
MDOT	Luke Walters		X
WestPlan MPO	Robert Johnson	X	
MACC MPO	Alec Miller	x	
MDOT	Donna Wittl	X	
MDOT-Region	Tyler Kent	X	
MDOT STIP	Mark Kloha		X
MDOT project level	Brad Peterson		X
MDOT SUTA	Daniela Khavajian		X
MDOT OPT	Tina Hawley	X	
MDOT	Heather Bowden		X

MITC-IAWG Email

The screenshot shows an email client window with the following content:

MITC-IAWG GVMC 2050 MTP Project List

From: Andrea Faber

To: Wirt, Donna (MDOT); Alec Miller; Andrea Faber; Sibold, Andrew (FHWA); Loehle, William (MDOT); Bukowski, Breanna (EGLE); Imutinic; Christina Nicholasides; Khavajian, Daniela (MDOT); Kent, Dennis (MDOT); Featherly, Fred (MDOT); George Yang; Jason Latham; Jenny Strosick; Joel Fitzpatrick; Roberts, Jonathan (MDOT); Kathleen Russell; Masoud, Lane (MDOT); Laurel Joseph; Walters, Luke (MDOT); Kloha, Mark (MDOT); Michael Leslie; Robert Johnson; Gladding, Ryan (MDOT); Kozema, Susan (MDOT); Weber, Susan (FTA); Hawley, Tina (MDOT); Kent, Tyler (MDOT); Shultz, Valerie (MDOT)

Attachments: Project List_Final.xlsx (43 KB)

Greetings MITC-IAWG Members and Partners for:
Allegan County 2015 Ozone Nonattainment Area,
Muskegon County 2015 Ozone Nonattainment Area,
Grand Rapids (Kent and Ottawa Counties) Limited Orphan Maintenance Area

Please find attached GVMC's project list for our 2050 Metropolitan Transportation Plan. Projects in limited orphan maintenance areas (LOMAs) and orphan maintenance area (OMAs) are required to be evaluated by the Michigan Transportation Interagency workgroup (MITC-IAWG).

Grand Valley Metro Council staff has reviewed the projects in the attached file and has determined projects that are exempt and non-exempt.

Please note: Categories of projects that contain only costs, but not specific projects, cannot be classified as exempt or non-exempt and are labeled TBD, to-be-determined. In coming years, once specific projects are identified, they will be brought to the IAWG.

Please review the projects and reply, using reply to all, to this email with "concur" if you agree with the air quality project designations in the spreadsheet. Clarification or questions can be directed to me or the group.

Responses are requested by **Friday, December 22, 2023**.

Thank you,

Andrea Faber
Transportation Planner
Grand Valley Metro Council
678 Front Avenue NW
Suite 200
Grand Rapids, MI 49504
(ph): 616.776.7603

Appendix B: Public Comments and Responses

Appendix C: Projects Evaluated for Conformity

Attached are the projects evaluated for GVMC at the December 14, 2023, MITC-IAWG.

The list of projects starts on following page.

FY2027-2030 PROJECT LIST

FY2027-2030 STP Flex TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$2,915,000.00	\$2,332,000.00	\$583,000.00	TBD**
Total Available:					\$2,915,000.00	\$2,332,000.00	\$583,000.00	
Total Cost:					\$2,915,000.00	\$2,332,000.00	\$583,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP FLEX TMA (former NH)								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$4,963,750.00	\$3,971,000.00	\$992,750.00	TBD**
Total Available:					\$4,963,750.00	\$3,971,000.00	\$992,750.00	
Total Cost:					\$4,963,750.00	\$3,971,000.00	\$992,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$5,498,750.00	\$4,399,000.00	\$1,099,750.00	TBD**
Total Available:					\$5,498,750.00	\$4,399,000.00	\$1,099,750.00	
Total Cost:					\$5,498,750.00	\$4,399,000.00	\$1,099,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$59,308,750.00	\$47,447,000.00	\$11,861,750.00	TBD**
Total Available:					\$59,308,750.00	\$47,447,000.00	\$11,861,750.00	
Total Cost:					\$59,308,750.00	\$47,447,000.00	\$11,861,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 STP-Flex Kent County								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$7,470,000.00	\$5,976,000.00	\$1,494,000.00	TBD**
Total Available:					\$7,470,000.00	\$5,976,000.00	\$1,494,000.00	
Total Cost:					\$7,470,000.00	\$5,976,000.00	\$1,494,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects TBD to reduce traffic congestion on federal aid eligible two-lane roads -or- resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding			Various		\$5,193,750.00	\$4,155,000.00	\$1,038,750.00	TBD**
Total Available:					\$5,193,750.00	\$4,155,000.00	\$1,038,750.00	
Total Cost:					\$5,193,750.00	\$4,155,000.00	\$1,038,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 CMAQ Federal + State								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD with emission reduction benefits, such as intersection improvements and active transportation. Up to 50% is flexed to transit.			Various		\$4,883,750.00	\$3,907,000.00	\$976,750.00	TBD**
Total Available:					\$4,883,750.00	\$3,907,000.00	\$976,750.00	
Total Cost:					\$4,883,750.00	\$3,907,000.00	\$976,750.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2027-2030 Carbon Reduction								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD. Projects must also be eligible for CMAQ funding. Excludes widening projects.			Various		\$7,286,250.00	\$5,829,000.00	\$1,457,250.00	TBD**
Total Available:					\$7,286,250.00	\$5,829,000.00	\$1,457,250.00	
Total Cost:					\$7,286,250.00	\$5,829,000.00	\$1,457,250.00	
Total Remaining:					\$0	\$0	\$0	

FY2027-2030 TAP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible active transportation projects TBD, including bike and pedestrian facility improvements	TBD		Various		\$9,192,857.14	\$6,435,000.00	\$1,838,571.43	TBD**
Total Available:					\$9,192,857.14	\$6,435,000.00	\$1,838,571.43	
Total Cost:					\$9,192,857.14	\$6,435,000.00	\$1,838,571.43	
Total Remaining:					\$0	\$0	\$0	

**Please note: Unprogrammed bins of funding list "TBD" under the "Air Quality Exempt" category because projects have not yet been programmed from these sources. Projects will be taken through the Interagency Work Group (IAWG) as they are selected from these bins of funding, most likely during the development of future Transportation Improvement Programs (TIPs).

*FY2027-2030 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and Maintenance			MDOT		\$79,800,000.00		\$79,800,000.00	Yes	Includes routine and winter state highway maintenance activities and operations (100% state funded)
Preservation			MDOT		\$200,000,000.00	\$160,000,000.00	\$40,000,000.00	Yes	Includes reconstruction, rehabilitation, and/or capital preventative maintenance of existing trunkline roadways and bridges
Total Available:					\$279,800,000.00	\$160,000,000.00	\$119,800,000.00		
Total Cost:					\$279,800,000.00	\$160,000,000.00	\$119,800,000.00		
Total Remaining:					\$0	\$0	\$0		

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

FY2027-2030 Transit						
Project	From	To	Jurisdiction	Length	Total Capital Cost	Air Quality Exempt?
Vehicle Purchase			ITP-The Rapid		\$28,540,298.16	Yes
New Facilities and Maintenance			ITP-The Rapid		\$14,382,744.47	Yes
Information Technology			ITP-The Rapid		\$4,599,615.00	Yes
Operationalized Capital Funding			ITP-The Rapid		\$20,956,520.00	Yes
Miscellaneous Planning Projects			ITP-The Rapid		\$1,269,481.50	Yes
Total Capital Available:					\$69,748,659.13	
Total Cost:					\$69,748,659.13	
Total Remaining:					\$ -	

FY2031-2040 PROJECT LIST

FY2031-2040 STP Flex TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$7,988,750.00	\$6,391,000.00	\$1,597,750.00	TBD**
Total Available:					\$7,988,750.00	\$6,391,000.00	\$1,597,750.00	
Total Cost:					\$7,988,750.00	\$6,391,000.00	\$1,597,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP FLEX TMA (former NH)								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$13,606,250.00	\$10,885,000.00	\$2,721,250.00	TBD**
Total Available:					\$13,606,250.00	\$10,885,000.00	\$2,721,250.00	
Total Cost:					\$13,606,250.00	\$10,885,000.00	\$2,721,250.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$15,072,500.00	\$12,058,000.00	\$3,014,500.00	TBD**
Total Available:					\$15,072,500.00	\$12,058,000.00	\$3,014,500.00	
Total Cost:					\$15,072,500.00	\$12,058,000.00	\$3,014,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$162,562,500.00	\$130,050,000.00	\$32,512,500.00	TBD**
Total Available:					\$162,562,500.00	\$130,050,000.00	\$32,512,500.00	
Total Cost:					\$162,562,500.00	\$130,050,000.00	\$32,512,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 STP-Flex Kent County								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$20,475,000.00	\$16,380,000.00	\$4,095,000.00	TBD**
Total Available:					\$20,475,000.00	\$16,380,000.00	\$4,095,000.00	
Total Cost:					\$20,475,000.00	\$16,380,000.00	\$4,095,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects TBD to reduce traffic congestion on federal aid eligible two-lane roads -or- resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding	TBD		Various		\$14,236,250.00	\$11,389,000.00	\$2,847,250.00	TBD**
Total Available:					\$14,236,250.00	\$11,389,000.00	\$2,847,250.00	
Total Cost:					\$14,236,250.00	\$11,389,000.00	\$2,847,250.00	
Total Remaining:					\$0	\$0	\$0	

FY2031-2040 CMAQ Federal + State								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD with emission reduction benefits, such as intersection improvements and active transportation. Up to 50% is flexed to transit.	TBD		Various		\$13,386,250.00	\$10,709,000.00	\$2,677,250.00	TBD**
Total Available:					\$13,386,250.00	\$10,709,000.00	\$2,677,250.00	
Total Cost:					\$13,386,250.00	\$10,709,000.00	\$2,677,250.00	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2031-2040 Carbon Reduction								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD. Projects must also be eligible for CMAQ funding. Excludes widening projects.			Various		\$19,972,500.00	\$15,978,000.00	\$3,994,500.00	TBD**
Total Available:					\$19,972,500.00	\$15,978,000.00	\$3,994,500.00	
Total Cost:					\$19,972,500.00	\$15,978,000.00	\$3,994,500.00	
Total Remaining:					\$0	\$0	\$0	

Draft for public comment

FY2031-2040 TAP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible active transportation projects TBD, including bike and pedestrian facility improvements			Various		\$25,198,571.43	\$17,639,000.00	\$7,559,571.43	TBD**
Total Available:					\$25,198,571.43	\$17,639,000.00	\$7,559,571.43	
Total Cost:					\$25,198,571.43	\$17,639,000.00	\$7,559,571.43	
Total Remaining:					\$0	\$0	\$0	

**Please note: Unprogrammed bins of funding list "TBD" under the "Air Quality Exempt" category because projects have not yet been programmed from these sources. Projects will be taken through the Interagency Work Group (IAWG) as they are selected from these bins of funding, most likely during the development of future Transportation Improvement Programs (TIPs).

*FY2031-2040 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance			MDOT		\$226,300,000.00		\$226,300,000.00	Yes	Includes routine and winter state highway maintenance activities and operations (100% state funded)
M-37/M-44 (East Beltline Ave)	M-21 (E. Fulton St)	Knapp St	MDOT		\$60,000,000.00	\$48,000,000.00	\$12,000,000.00	No	Addition of 1 thru-lane on NB and SB M-37/M-44 (East Beltline Ave) and reconstruction and widening of M-37/M-44 (East Beltline Ave) bridge over I-96.
EB and WB I-96	Leonard Street	M-21 (E. Fulton Street)	MDOT	2.0 miles	\$375,000,000.00	\$300,000,000.00	\$75,000,000.00	No	Add 3 through lanes on EB and WB I-96, complete I-96 at I-196 interchange (add two new ramps), and relocate EB I-96 on-ramp from Leonard Street.
EB and WB I-96	Cascade Road	M-21 (E. Fulton Street)	MDOT	1.0 mile	\$18,000,000.00	\$12,000,000.00	\$6,000,000	No	Add 2 through lanes for WB I-96, new WB I-96 off-ramp to M-21 (E. Fulton Street), and add 1 through lane for EB I-96 (EB I-96 from M-21 to Cascade Road weave-merge lane completed in 2023).
Preservation			MDOT		\$627,733,000.00	\$502,186,400.00	\$125,546,600.00	Yes	Includes road and bridge rehabilitation, reconstruction and/or replacement, CPM, traffic safety projects, and limited operational improvements
Total Available:					\$1,307,033,000.00	\$862,186,400.00	\$444,846,600.00		
Total Cost:					\$1,307,033,000.00	\$862,186,400.00	\$444,846,600.00		
Total Remaining:					\$0	\$0	\$0		

***All EB I-96 and I-196 projects are included in the total listed for this project*

Note: Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2031-2040 Transit						
Project	From	To	Jurisdiction	Length	Total Capital Cost	Air Quality Exempt?
Vehicle Purchase			ITP-The Rapid		\$ 97,121,010.09	Yes
New Facilities and Maintenance			ITP-The Rapid		\$ 38,517,825.18	Yes
Information Technology			ITP-The Rapid		\$ 12,396,112.25	Yes
Operationalized Capital Funding			ITP-The Rapid		\$ 56,051,985.83	Yes
Miscellaneous Planning Projects			ITP-The Rapid		\$ 3,395,456.83	Yes
Total Capital Available:					\$ 207,482,390.18	
Total Cost:					\$ 207,482,390.18	
Total Remaining:					\$ -	

FY2041-2050 Project List

FY2041-2050 STP Flex TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$8,825,000.00	\$7,060,000.00	\$1,765,000.00	TBD**
Total Available:					\$8,825,000.00	\$7,060,000.00	\$1,765,000.00	
Total Cost:					\$8,825,000.00	\$7,060,000.00	\$1,765,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP FLEX TMA (former NH)								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$15,030,000.00	\$12,024,000.00	\$3,006,000.00	TBD**
Total Available:					\$15,030,000.00	\$12,024,000.00	\$3,006,000.00	
Total Cost:					\$15,030,000.00	\$12,024,000.00	\$3,006,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP Rural								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$16,648,750.00	\$13,319,000.00	\$3,329,750.00	TBD**
Total Available:					\$16,648,750.00	\$13,319,000.00	\$3,329,750.00	
Total Cost:					\$16,648,750.00	\$13,319,000.00	\$3,329,750.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$179,570,000.00	\$143,656,000.00	\$35,914,000.00	TBD**
Total Available:					\$179,570,000.00	\$143,656,000.00	\$35,914,000.00	
Total Cost:					\$179,570,000.00	\$143,656,000.00	\$35,914,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 STP-Flex Kent County								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD, including construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements on federal-aid roads, as well as bridge projects, active transportation projects, safety, and transit.			Various		\$22,617,500.00	\$18,094,000.00	\$4,523,500.00	TBD**
Total Available:					\$22,617,500.00	\$18,094,000.00	\$4,523,500.00	
Total Cost:					\$22,617,500.00	\$18,094,000.00	\$4,523,500.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 EDFC								
Project	From	To	Jurisdiction	Length	Total Cost	State	Local Match	Air Quality Exempt?
Eligible projects TBD to reduce traffic congestion on federal aid eligible two-lane roads -or- resurfacing, rehabilitation, reconstruction projects on roads that have been previously expanded with Category C funding	TBD		Various		\$15,725,000.00	\$ 12,580,000.00	\$3,145,000.00	TBD**
Total Available:					\$15,725,000.00	\$12,580,000.00	\$3,145,000.00	
Total Cost:					\$ 15,725,000.00	\$12,580,000.00	\$3,145,000.00	
Total Remaining:					\$0	\$0	\$0	

FY2041-2050 CMAQ Federal + State								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD with emission reduction benefits, such as intersection improvements and active transportation. Up to 50% is flexed to transit.	TBD		Various		\$14,787,500.00	\$11,830,000.00	\$2,957,500.00	TBD**
Total Available:					\$14,787,500.00	\$11,830,000.00	\$ 2,957,500.00	
Total Cost:					\$14,787,500.00	\$11,830,000.00	\$2,957,500.00	
Total Remaining:					\$0	\$0	\$0	

*Includes transit and other eligible needs

FY2041-2050 Carbon Reduction								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible projects TBD. Projects must also be eligible for CMAQ funding. Excludes widening projects.			Various		\$22,061,250.00	\$17,649,000.00	\$4,412,250.00	TBD**
Total Available:					\$22,061,250.00	\$17,649,000.00	\$4,412,250.00	
Total Cost:					\$22,061,250.00	\$17,649,000.00	\$4,412,250.00	
Total Remaining:					\$0	\$0	\$0	

**Includes transit and other eligible needs*

FY2041-2050 TAP TMA								
Project	From	To	Jurisdiction	Length	Total Cost	Federal	Local Match	Air Quality Exempt?
Eligible active transportation projects TBD, including bike and pedestrian facility improvements	TBD		Various		\$27,835,714.29	\$19,485,000.00	\$8,350,714.29	TBD**
Total Available:					\$27,835,714.29	\$19,485,000.00	\$8,350,714.29	
Total Cost:					\$27,835,714.29	\$19,485,000.00	\$8,350,714.29	
Total Remaining:					\$0	\$0	\$0	

***Please note: Unprogrammed bins of funding list "TBD" under the "Air Quality Exempt" category because projects have not yet been programmed from these sources. Projects will be taken through the Interagency Work Group (IAWG) as they are selected from these bins of funding, most likely during the development of future Transportation Improvement Programs (TIPs).*

*FY2041-2050 MDOT									
Project	From	To	Jurisdiction	Length	Total Cost	Federal	State Match	Air Quality Exempt?	Project Description
Operations and maintenance					\$270,700,000.00		\$270,700,000.00	Yes	Includes routine and winter state highway maintenance activities and operations (100% state funded)
WB I-196 Off-Ramp to NB Division Ave; joint City of GR & MDOT project	WB I-196	Division Ave	City of Grand Rapids/MDOT		\$50,000,000.00	\$40,000,000.00	\$10,000,000.00*	No	Add new NB off-ramp from WB I-196 at Ottawa Avenue with funding partnership from city of Grand Rapids. *Local match substitutes state match.
Preservation					\$693,407,000.00	\$554,725,600.00	\$138,681,400.00	Yes	
Total Available:					\$1,014,107,000.00	\$594,725,600.00	\$409,381,400.00		
Total Cost:					\$1,014,107,000.00	\$594,725,600.00	\$409,381,400.00		
Total Remaining:					\$0	\$0	\$0		

*Includes road rehabilitation and reconstruction, bridge replacement, capacity improvements, and operations and maintenance

Note: Projects that do not alter existing roadway thru-lane capacities beyond one-half (0.50) continuous miles, as permitted by federal regulation (examples: 40 CFR §93.105, 40 CFR §93.122 (a) (1), etc.), are not necessarily included in this list. As required by annual appropriation acts from the State of Michigan Legislature, the Michigan Department of Transportation (MDOT) is required to program projects over a rolling five-year period and provide this list to the Legislature and other state offices and officials. This program is documented in the MDOT Five Year Transportation Program (5YTP). In addition to projects programmed in the latest MDOT 5YTP, environmentally cleared projects are provided in this list, but unless programmed within the most current MDOT 5YTP, no open-to-traffic date is scheduled. Other factors, such as funding availability, public input, statewide priorities, weather conditions, and partnership opportunities, may affect proposed completion date of projects listed beyond calendar year 2019, or may change the order of what projects are completed.

FY2041-2050 Transit						
Project	From	To	Jurisdiction	Length	Total Capital Cost	Air Quality Exempt?
Vehicle Purchase			ITP-The Rapid		\$ 107,282,016.59	Yes
New Facilities and Maintenance			ITP-The Rapid		\$ 42,547,641.91	Yes
Information Technology			ITP-The Rapid		\$ 13,693,019.86	Yes
Operationalized Capital Funding			ITP-The Rapid		\$ 61,916,263.72	Yes
Miscellaneous Planning Projects			ITP-The Rapid		\$ 3,750,696.74	Yes
Total Capital Available:					\$ 229,189,638.83	
Total Cost:					\$ 229,189,638.83	
Total Remaining:					\$ -	