

FY 2008 - FY 2011

TRANSPORTATION IMPROVEMENT
PROGRAM

This report was produced by the West Michigan Metropolitan Transportation Planning Program (WestPlan) with the cooperation of the governments in Muskegon and Northern Ottawa Counties, the Michigan Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

West Michigan Shoreline Regional Development Commission

JUNE 2007



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TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION	1
CHAPTER 2: FINANCIAL ANALYSIS	4
CHAPTER 3: PUBLIC INVOLVEMENT OPPORTUNITIES	7
CHAPTER 4: ENVIRONMENTAL JUSTICE	11
CHAPTER 5: ENVIRONMENTAL ASSESSMENT OF NATURAL FEATURES	23
CHAPTER 6: AIR QUALITY CONFORMITY ANALYSIS	36
CHAPTER 7: FY 2008-2011 PROGRAM OF PROJECTS	60
APPENDICES	4
APPENDIX A: UNFUNDED PROJECTS	70
APPENDIX B: MPO RESOLUTION FOR TIP APPROVAL	71
APPENDIX C: MPO CERTIFICATION RESOLUTION	72
APPENDIX E: WESTPLAN ADVISORY COMMITTEES	73
APPENDIX F: DEFINITIONS	74
APPENDIX G: PUBLIC PARTICIPATION PLAN	78
APPENDIX H: GUIDELINES FOR PROJECT SELECTION ACTIONS AND ADMINISTRATIVE ADJUSTMENTS	91
APPENDIX I – LIST OF TRANSPORTATION STAKEHOLDERS	95

CHAPTER 1: INTRODUCTION

Background

This document serves as the official Transportation Improvement Program (TIP) for the West Michigan Metropolitan Transportation Planning Program (WestPlan). The current boundary of the MPO is the entire County of Muskegon, the Cities of Grand Haven and Ferrysburg, the Village of Spring Lake, and Crockery, Grand Haven, Spring Lake, and Robinson Townships in Ottawa County. This document will cover the period from Fiscal Year 2008 through Fiscal Year 2011 (October 1, 2007 to September 30, 2010).

The TIP is developed in a cooperative effort between federal, state, and local officials and serves as the final link in the planning process. Its primary purpose is to identify programs and projects to be funded with federal aid, in accordance with federal law and the regulations of the Federal Highway Administration and the Federal Transit Administration during the next four year period.

Projects are selected from the Long-Range Transportation Plan based on need, local initiative, and requirements of the federal government through the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Other considerations for project selection include impact on air quality and availability of funds. The TIP is produced or amended biannually and includes a detailed list of projects which are funded and scheduled for the upcoming four year (fiscal years) period.

The development of the TIP facilitates the required "3-C" (Continuous, Comprehensive, and Cooperative) planning process. The TIP is a product of a *continuous* process on the part of local and state government to improve the regional transportation system. The TIP is *comprehensive* because it encompasses all modes of transportation. In addition, the TIP demonstrates a *cooperative* intergovernmental working relationship between local officials to mutually agree upon priorities and needs.

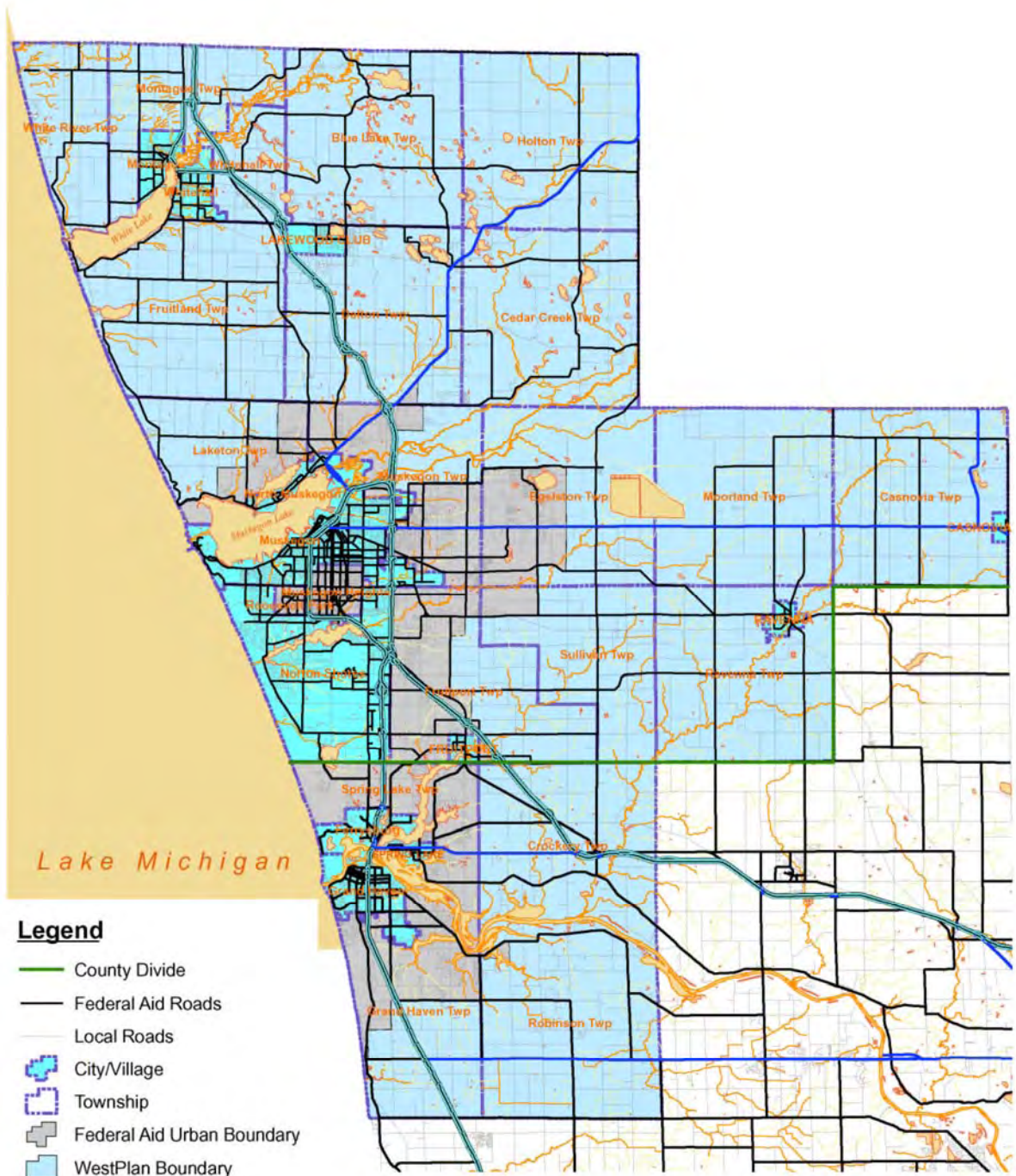
WestPlan Area

Under SAFETEA-LU, the WestPlan area (Metropolitan Area Boundary or MAB) must cover at least the existing Urban Area and the contiguous area expected to become urban in the next twenty years. It is this boundary that establishes the area covered by the Transportation Improvement Program process.

WestPlan acted in 2003 to expand the Urban Area Boundary, which now includes all of the 2000 Adjusted Census Boundary. 23 U.S.C. 101--Section 101(A) of Title 23 of the U.S. Code of Federal Regulations defines the Urban Area as an urban place of 5,000 or more population including the Urbanized Area as defined by the Bureau of Census. The Code includes a provision that allows the states, in cooperation with local officials, to adjust and develop an Urban Area boundary that encircles the Urbanized Areas in a region. An Urbanized Area comprises one or more central places/cities, plus the adjacent densely-settled surrounding territories (urban fringe), that together have a minimum of 50,000 persons. The urban fringe consists of a contiguous territory having a population of at least

1,000 persons per square mile. That boundary is established every ten years as a result of the decennial census. Urban Area Boundaries determine where transportation and mass transit funding may be spent. STP Rural funds can only be spent outside of the Urban Area; STP Urban funds are usually spent inside the Urban Area, but may also be spent in the rural area.

The following map depicts the WestPlan boundaries as described above.



WestPlan Metropolitan Planning Organization (MPO)

WMSRDC
WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION

Source: Michigan Geographic Data Library

CHAPTER 2: FINANCIAL ANALYSIS

This Transportation Improvement Program (TIP) for the Muskegon/Northern Ottawa County area provides a summary of how transportation revenues in the program will be invested over a four year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, street, and public transit systems. Federally-funded expenditures are required by federal law to be consistent with the Long-Range Plan and to be constrained to include only projects for which sufficient revenue is anticipated. The latest Long-Range Plan for the Muskegon/ Northern Ottawa area was completed in 2005, and an update is expected to be complete in 2007.

The total investment of state, local, and federal money being spent in the Muskegon/Northern Ottawa County area transportation system for the four-year period is over 53 million dollars. A portion of this money is used to maintain and operate the transportation systems, with the remainder left for capital projects. In the Muskegon/Northern Ottawa County area, care is taken to ensure that a proper focus is placed on the maintenance and operation of the existing system through the policies and actions of individual transportation agencies. The MPO committees, as part of the Long-Range Transportation Plan regarding operations and maintenance, have also adopted a policy. The policy states that no more than 40 percent of available federal funds over the course of the Long-Range Plan will be spent on improve and expand projects. This leaves at least 60% of available federal funding for maintenance projects. When considering that the vast amount of other state and local resources are also spent on operations and maintenance, it is likely that over 90% of transportation funding in the area is being utilized to operate and maintain the current system. This focus is in line with the needs of the Muskegon/Northern Ottawa County area, and is serving the area well.

In addition to the funding provided by the state and federal governments, some of the local municipalities contribute to transportation projects from their general fund or from special funding sources that include mileages or levies. Activities such as snow plowing, salt and sand application to road surfaces, lawn mowing, and tree trimming related to roadways, are categorized as maintenance. Maintenance may also include those activities that improve the quality of a road surface, but do not completely resurface a roadway such as filling potholes, improving signage, or road painting and marking. The figures for the Operations and Maintenance funding are determined through individual discussions with the various road agencies. These discussions may take place either in person, over the telephone, or through e-mail. Further information may be found in the Long Range Plan.

Federal regulations require the TIP to be financially constrained by fiscal year. The TIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of the table below is to demonstrate financial constraint. The table compares estimated revenues and expenditures by funding source and indicates how much revenue is estimated to be available each year from federal state and local sources. Revenue and expenditures in this table are Muskegon/Northern Ottawa County area totals for combined state and local programs. A break-down of the expenditures by jurisdiction, program, and funding source can be seen in the tables that follow. Federal revenues used here are based on a conservative estimate of available funding, which, for the most part, equals 2008 funding levels with a compounded annual increase of two percent. This is designed to be consistent with the projected increases in the national authorization level of the federal highway program during the period of this program. This assumption is modified as appropriate, based on local knowledge and expectations.

The cooperative process for estimating consists of the MPO receiving current year dollar figures and then adding an assumed 2% increase per year. Estimates are based on actual numbers from the programmed years of the current TIP.

All construction figures are in year of expenditure dollars. Rather than submitting in current year dollars, MPO staff requires local road agencies to submit all figures in year of expenditure dollars.

FISCAL CONSTRAINT DEMONSTRATION

Highway Fund Source	FY 2008				FY 2009				FY 2010				FY 2011			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Interstate Maintenance (IM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
National Highway System (NHS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program (STP)	\$7,788,725	\$1,510,551	\$9,299,276	\$9,299,276	\$5,387,690	\$1,589,983	\$6,977,673	\$6,977,673	\$4,034,000	\$901,000	\$4,935,000	\$4,935,000	\$4,873,621	\$1,802,019	\$6,675,640	\$6,675,640
Bridge (B)	\$546,400	\$136,600	\$683,000	\$683,000	\$1,416,000	\$354,000	\$1,770,000	\$1,770,000	\$200,000	\$500,000	\$2,500,000	\$2,500,000	\$261,600	\$65,400	\$327,000	\$327,000
Congestion Mit. And Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minimum Guarantee (MG)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal Highway Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Federal Highway Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Total	\$8,335,125	\$1,647,151	\$9,982,276	\$9,982,276	\$6,803,690	\$1,943,983	\$8,747,673	\$8,747,673	\$4,234,000	\$1,401,000	\$7,435,000	\$7,435,000	\$5,135,221	\$1,867,419	\$7,002,640	\$7,002,640

Transit Fund Source

Section 5307 UZA Formula	\$1,668,400	\$1,265,000	\$2,933,400	\$2,933,400	\$1,760,000	\$1,310,000	\$3,070,000	\$3,070,000	\$1,808,000	\$1,322,000	\$3,130,000	\$3,130,000	\$1,765,000	\$1,310,000	\$3,075,000	\$3,075,000
Section 5309 Capital	\$416,000	\$104,000	\$520,000	\$520,000	\$4,680,000	\$1,026,000	\$5,706,000	\$5,706,000	\$410,000	\$82,000	\$492,000	\$492,000	\$1,080,000	\$270,000	\$1,350,000	\$1,350,000
Section 5310 Elderly and Disabled	\$1,105,200	\$336,300	\$1,441,500	\$1,441,500	\$0	\$60,000	\$60,000	\$60,000	\$0	\$60,000	\$60,000	\$60,000	\$0	\$60,000	\$60,000	\$60,000
Section 5311 Non-UZA Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 3037 Job Access/Reverse Commute	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Freedom Initiative	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5313 (B) - Planning and Research	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Total	\$3,189,600	\$1,705,300	\$4,894,900	\$4,894,900	\$6,440,000	\$2,396,000	\$8,836,000	\$8,836,000	\$2,218,000	\$1,464,000	\$3,682,000	\$3,682,000	\$2,845,000	\$1,640,000	\$4,485,000	\$4,485,000

Demonstration of Financial Constraint

As demonstrated in the preceding analysis and table, this FY 2008-2011 Transportation Improvement Program for the Muskegon/Ottawa County area is financially constrained, as required by federal legislation. The calculation of revenues expected is based on a conservative estimate of funding sources to meet a wide array of demands in the transportation system. These estimates are based on an evolving methodology that aims to provide better accuracy in future forecasts. The corresponding projections of expenditures are based on programmed amounts and estimates of expenditures from other sources. **All dollar figures are year of expenditure dollars.**

As revisions are made to the programming documents for transportation funds, updates will be made to the financial analysis to ensure financial constraint of the Transportation Improvement Program.

CHAPTER 3: PUBLIC INVOLVEMENT OPPORTUNITIES

Public involvement for the Fiscal Year 2008 - 2011 TIP is based on the public involvement plan for the West Michigan Metropolitan Planning Program (WestPlan) which is included as Appendix G. WestPlan considers public involvement, early in the TIP planning process, essential in order to fully assess all the social, economic, energy, and environmental impacts of transportation decisions. The goals of the TIP's public involvement strategy are:

- Informed and involved citizens have reasonable access to the TIP decision-making process.
- A TIP planning approach that is proactive and open to participation by all, especially those persons and groups that have been traditionally under served by the transportation system.
- A TIP planning process that not only encourages broad public participation, but also considers and responds to public input.

Public Involvement Mechanisms

WestPlan committees and the West Michigan Shoreline Regional Development Commission (WMSRDC) communicated the TIP process with interested groups and residents within Muskegon County and northern Ottawa County through a variety of mechanisms.

- **Press Releases:** A press release is written by WMSRDC announcing each meeting of a WestPlan Technical and Policy Committee. Also, an additional press release was written by WMSRDC staff, specifically announcing the public involvement timeframe for the TIP planning process. These press releases are distributed to the Muskegon Chronicle, the Grand Haven Tribune, all other local newspapers, and all local television and radio stations. The extent to which these are reported has not been fully monitored, but follow up response from reporters indicates that this is an effective method of distributing information to the public. In addition, several requests to review the TIP were made by the public who were informed of the planning process in a local newspaper.
- **Information Releases:** An information release is written by WMSRDC announcing each meeting of a WestPlan Technical and Policy Committee. Also, an additional information release was written by WMSRDC staff, specifically announcing the public involvement opportunities and timeframe for the TIP planning process. These information releases are distributed to all local governments and local libraries along with a request that the releases be posted at a public place in the receiving location. The extent to which these are posted is monitored through local contacts and onsite visits.
- **Commission Communications Newsletter:** An article explaining the TIP planning process and public involvement opportunities was included in the

WMSRDC newsletter. See attached. The newsletter has a circulation of nearly five hundred including local government staff, local elected officials, special interest groups, and other organizations. The mailing list remains open and the public participation process continues to solicit additional interested groups and individuals.

- **Internet Web Page:** An overall summary of transportation plans, including the TIP planning process, and programs is listed on the WMSRDC website at www.wmsrdc.org. Interested parties may also find contact information and directions to the WMSRDC office on the website.
- **WMSRDC Annual Report:** The WMSRDC annual report is a broad spectrum way of informing the general public about MPO activities, including the TIP planning process. The annual report is published at the beginning of each calendar year and is distributed to the same mailing list as the Commission Communications newsletter. As with the newsletter, the mailing list remains open and the public participation process continues to solicit additional interested groups and individuals.

The public involvement/comment process for the Fiscal Year 2008 – 2011 TIP officially began on 05/04/2007 and concluded on 06/04/2007. The MPO solicits participation, through various mechanisms, on a continual basis. This process garnered no requests to view the TIP document, and no public comment was received by MPO staff.

During the FY2008-2011 Transportation Improvement Program (TIP) development for the WestPlan, the following public involvement opportunities were incorporated into the process:

- **September 7, 2006** - WestPlan Technical Committee Meeting was held at the WMSRDC offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **October 5, 2006** - WestPlan Technical Committee Meeting was held at the WMSRDC offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **November 2, 2006** - WestPlan Technical Committee Meeting was held at the Ottawa County Road Commission offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.

- **November 8, 2006** - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Wilkins opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **January 4, 2007**- WestPlan Technical Committee Meeting was held at the MATS offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **January 10, 2007** - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **February 8, 2007**- WestPlan Technical Committee Meeting was held at the City of Norton Shores City Hall. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **February 28, 2007** - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **April 12, 2007** - WestPlan Technical Committee Meeting was held at the WMSRDC offices. Chairperson Bouman opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- **April 25, 2007** - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources. The Policy Committee voted to release the 2035 Long Range Plan and 2008-2011 TIP for Public Comment during the month of May.

- May 14, 2007 – Two Public Involvement Meetings were held at WMSRDC offices: one at 10:00 a.m. and one at 4:00 p.m. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- June 20, 2007 - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources. The Policy Committee voted to approve the 2035 Long Range Plan and the 2008-2011 TIP.

Conclusion

These actions ensure maximum participation in the WestPlan planning process. They also serve to open other facets of the MPO planning activities to all interested parties for review. This increased access for local citizens to transportation planning will help to cement a customer orientation within the planning and program development effort. This will be helpful for the continuous improvement of WestPlan plans and programs to serve the WestPlan MPO. As with most plans and documents, the WestPlan Participation Plan will be updated when deemed necessary by WMSRDC and the WestPlan Policy Committee.

CHAPTER 4: ENVIRONMENTAL JUSTICE

The roadway and transit projects in this plan must meet the principles of Executive Order 12898 relating to environmental justice (EJ). Specifically, the plan must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority populations and low-income populations.

Included in the following paragraphs, is the completed analysis to meet the requirements of Executive Order 12898. The analysis concluded that the projects contained in the TIP will not result in disproportionately high adverse impact, to low income or minority areas, will not minimize or block the access of low income or minority areas to the transportation system, and the TIP projects will not neglect the transportation system in low income or minority areas.

The process undertaken in analyzing that the principles of Executive Order 12898 are being met included mapping the areas of low-income and minority population concentrations. These concentrations were overlaid with the TIP's projects and a visual analysis of potential impacts occurred. Please note that the income was defined as 80% of the Metropolitan Statistical Area (MSA) median household income, which calculates to \$30,406 for Muskegon County and \$41,877 for Ottawa County. Therefore, the low-income areas noted on the map are contiguous areas where, according to the 2000 census, median incomes fall below 80% of the median income of the Metropolitan Statistical Area. Though there are other processes to determine the boundaries of the low income areas, such as the number of federal-aid miles within the MSA or poverty income levels, median income for the MSA was the method chosen for the analysis within the WestPlan area.

Analysis of potential impacts center on three potential major areas of concern:

1. Disproportionately high adverse impact to low income areas and minority areas
2. Minimizing/blocking access of low income areas and minority areas to the transportation system
3. Neglect of the transportation system in low income areas and minority areas.

Disproportionately high adverse impact to low income areas

Of the 35 STP-Urban projects contained in the FY2008-2011 TIP, at least portions of 21 projects are contained in or near the low-income areas. The projects in these areas will have little to no impact on adjacent neighborhoods in terms of noise, right-of-way takings, or pollution. An analysis of each individual project has determined that there are no disproportionately high adverse impacts to those low income areas that are immediately affected by these TIP projects.

Disproportionately high adverse impact to minority areas

Of the 35 STP-Urban projects local roadway and transit projects contained in the FY2008-2011 TIP, at least portions of 14 projects are contained in or near the minority areas. The projects in these areas will have little to no impact on adjacent neighborhoods in terms of noise, right-of-way takings, or pollution. An analysis of each individual project has determined that there are no disproportionately high adverse impacts to those minority areas that are immediately affected by these TIP projects.

MDOT Projects

Two (2) of the six (6) MDOT projects in the 2008-2011 WestPlan TIP are located in, or adjacent to, low income areas. None of the projects are located in identified Minority Areas. None of these projects will have adverse impacts to low income areas and minority areas, nor will they block access to the transportation system.

Transit Projects

At least some of the service areas covered by the transit agencies are either low income or minority area. However none of these could be considered as having a negative impact on these populations. The opposite is true. These agencies projects provide greater access to transportation for these populations.

CMAQ Projects

Of the 9 CMAQ projects in the 2008-2011 TIP, five are located in areas that are in low income areas. Five projects are also located in minority areas. None of these projects will have adverse impacts to low income areas or minority areas, nor will they block access to the transportation system.

Minimizing/blocking access of low income areas to the transportation system:

Minimizing access can be characterized as closing of streets or closing of interchanges to access other portions of the transportation network, including access to transit routes. The proposed improvements have no permanent closures of any kind proposed as part of that project. Therefore, it has been determined that there is no blockage of access to the transportation system or no loss of mobility resulting from implementation of the FY2008-2011 TIP projects. It has also been determined that these projects will not affect access for low income areas to transit facilities. All projects contained within the EJ analysis area are within one-half mile of a transit route.

Minimizing/blocking access of minority areas to the transportation system:

Minimizing access can be characterized as closing of streets or closing of interchanges to access other portions of the transportation network, including access to transit routes. The proposed improvements have no permanent closures of any kind proposed as part of that project. Therefore, it has been determined that there is no blockage of access to the transportation system or no loss of mobility resulting from implementation of the FY2008-2011 TIP projects. It has also been determined that these projects will not affect access for minority areas to transit facilities. All projects contained within the EJ analysis area are within one-half mile of a transit route.

Neglect of the transportation system in low income areas:

The WestPlan portion of the Metropolitan Statistical Area is approximately 640 square miles. The EJ analysis area is approximately 40 square miles or 6.25% of the entire WestPlan area of the MSA. As noted earlier, there are at least portions of 21 projects contained in the low-income areas. These projects represent approximately 60% of the total number of proposed projects in the TIP. Proportionately, there are more projects per square mile within the EJ analysis area than in the entire MSA area as a whole. In the EJ analysis area, there are approximately .18 projects per mi/sq., and in the entire MSA, the ratio is .05 projects per mi/sq. It has been determined that there is no neglect of the transportation system in low-income areas or minority areas.

Neglect of the transportation system in minority areas:

The WestPlan portion of the Metropolitan Statistical Area is approximately 640 square miles. The EJ analysis area is approximately 40 square miles or 6.25% of the entire WestPlan area of the MSA. As noted earlier, there are at least portions of 14 projects contained in the low-income areas or minority areas. These projects represent approximately 40% of the total number of proposed projects in the TIP. Proportionately, there are more projects per square mile within the EJ analysis area than in the entire MSA area as a whole. In the EJ analysis area, there are approximately .18 projects per mi/sq., and in the entire MSA, the ratio is .05 projects per mi/sq. It has been determined that there is no neglect of the transportation system in low-income areas or minority areas.

In conclusion, this analysis finds that the proposed roadway and transit projects do not result in violations of Executive Order 12898. Furthermore, to supplement the analysis done here, WestPlan's continuing public participation process undertaken during the design of the FY2008-2011 TIP made a concerted effort to reach out to traditionally disadvantaged populations (including minority and low income populations) to ascertain the potential effects and or impacts of the proposed projects.

2008 TIP - Environmental Justice – STP-Urban

Project Name	To/From	Work	Agency	Low Income Area	Minority Area
174th	VanWagoner south to Leppinks Plaza	Reconstruct 2 to 3 lanes w/curb, gutter and storm sewer	Ferrysburg	X	
Mercury Dr	Groesbeck St to 144th Ave	Reconstruct 2 to 3 lanes, replace bridge	Ottawa County Road Commission		
Dangl Rd	Airline to Hile	Crush & Shape, base widen shoulders, HMA paving	Muskegon County Road Commission	X	X
Russell Rd	Giles to River	Crush & Shape, base widen shoulders, HMA paving	Muskegon County Road Commission		
Division	Laketon to Southern	Reconstruct	Muskegon	X	X
McGraft Park	Addison to Glenside	Reconstruct	Muskegon	X	X
Norton Ave	Seaway Dr to Henry	Reconstruct	Norton Shore	X	X
Jackson	us 31 to griffin	Reconstruct	Grand Haven	X	

2009 TIP - Environmental Justice – STP-Urban

Project Name	To/From	Work	Agency	Low Income Area	Minority Area
Hile Road	Harvey Street to Airline Road	Reconstruct, base drainage, and resurface	Muskegon County Road Commission		
Access Highway	Getty Street to Muskegon City limits	Crush and shape existing: resurface, horizontal curve improvement	Muskegon County Road Commission	X	X
Comstock Street	168th Avenue to US-31	Resurface existing 24' and 55' and add 3' paved shoulders	Ottawa County Road Commission	X	
Lincoln Street	144th to US-31	Resurface existing 24' and add 3' paved shoulders	Ottawa County Road Commission		
Meridian Street	Exchange Street to South Street	Subsurface stabilization, resurfacing, spot curb and sidewalk repair for ADA compliance	Spring Lake	X	
Glenside	Greenwich to Roosevelt Rd		Roosevelt Park		
Harvey Street	Mount Garfield Road to Farr Road	Reconstruct existing two lane to three lane w/improvement to storm drainage	Norton Shores		
Clay	Third to Terrace	Reconstruction	Muskegon	X	X
Park Street	Southern to Houston	Reconstruction	Muskegon	X	X
Leonard Street	Lake Street to 138th	Resurface existing 24'	Ottawa County Road Commission	X	

2010 TIP - Environmental Justice – STP-Urban

Project Name	To/From	Work	Agency	Low Income Area	Minority Area
Harvey Street	Farr Road to Pontaluna Road	Reconstruct existing two lane to three lane w/improvement to storm drainage	Norton Shores		
West Spring Lake Road	City of Ferrysburg limits to Hemlock	Resurface existing 22'	Ottawa County Road Commission		
Getty Street	Hovey to Sherman		Muskegon Heights	X	X
Parkwood Drive	North Shore Road , north to City Limits		Ferrysburg	X	
Mill Iron Road	Heights Ravenna Road to 0.3 miles north of Broadway Street	Crush existing pavement; resurface,	Muskegon County Road Commission		
East Fruitport Road	Brooks Road to I-96	Crush and shape existing; partial base	Muskegon County Road Commission		
Laketon Ave.	Barclay to Henry	Reconstruct	Muskegon	X	X
Getty Street	Marquette to Access Hwy	Reconstruct	Muskegon	X	X
Lake Ave	River to Longview		Spring Lake	X	

2011 TIP - Environmental Justice – STP-Urban

Project Name	To/From	Work	Agency	Low Income Area	Minority Area
Hayes Street	168th to Lakeshore Drive		Ottawa County Road Commission		
Airline Road	I-96 to US-31	Structural HMA overlay	Muskegon County Road Commission	X	X
Giles Road	M-120 to Whitehall Road		Muskegon County Road Commission		
Getty Street	Sherman to Broadway		Muskegon Heights	X	X
Lake Ave. & Center Street Repaving/Four Corners Streetscape	Lake & Center: From Whitehall Rd. to Mills, Ruddiman: Center to Nelson	Add center lane to Lake Ave., mill and resurface	North Muskegon		
Laketon Ave.	Henry Street to Park Street	Reconstruction	Muskegon	X	X
Getty Street	Keating Ave. to Laketon	Reconstruction	Muskegon	X	X
Dogwood Drive	City of Ferrysburg to Hickory street	Widen to 24' and resurface	Ottawa County Road Commission		

MDOT – 2009-2011 Environmental Justice

Project	Year	Location	Work	Agency	Low Income Area	Minority Area
I-96	2009	UNDER FRUITPORT ROAD	Bridge Rehabilitation	MDOT		
M-37	2009	M-37 TO MOON ROAD	Rehabilitation	MDOT		
M-46	2010	US-31 To Shonat Avenue	Reconstruction	MDOT	X	
US-31BR EASTBOUND	2010	Over South Branch of Muskegon River	Bridge Rehabilitation / Replacement	MDOT	X	
M-37	2011	Hall Street to Division Street	Reconstruction	MDOT		
US-31BR	2011	Bridge over abandoned railway	Rehabilitation	MDOT		

FY 2008 CMAQ Environmental Justice

Project	Limits	Work	Local Unit	Low Income Area	Minority Area
Bus Replacement	MATS Service Area	Replace two Heavy Duty Busses	MATS		X
Signal Replacement	Grand Haven Road and Pontaluna Road	Signal upgrade	Norton Shores		
Traffic Signal Interconnect	Sherman BLVD and Whitehall Road	Traffic signal interconnects on two corridors	Muskegon County Road Commission		
AREA-WIDE AIR QUALITY PROGRAM	AREA-WIDE	AREA-WIDE AIR QUALITY PROGRAM	WMSRDC	X	X

FY 2009 CMAQ Environmental Justice

Name	Limits	Work	Local Unit	Low Income Area	Minority Area
Lakeside Trail Gap Completion	Cutler Street and 917 W. Savidge Street	Lakeside Trail Gap Completion	Spring Lake	X	
Signal upgrade and Coordination-multiple locations	9 intersections citywide	Signal Timing, Loop Detectors, LED	Muskegon	X	X
Intersection Improvements	Roosevelt Road and Glenside BLVD	Add Left Turn Lane, other improvements	Roosevelt Park		
AREA-WIDE AIR QUALITY PROGRAM	AREA-WIDE	AREA-WIDE AIR QUALITY PROGRAM	WMSRDC	X	X
Purchase of 2 small buses	MATS Service area	Purchase of 2 small buses	MATS	X	X

MATS TRANSIT – 2008-2011 Environmental Justice

WORK	Limits	Year	LOCAL UNIT	Low Income area	Minority Area
Operate transit / paratransit service		2008	MATS	X	X
Specialized services operating		2008	MATS	X	X
Preventive Maintenance		2008	MATS	X	X
Support equipment		2008	MATS	X	X
Replacement vehicles		2008	MATS	X	X
Operate transit / paratransit service		2009	MATS	X	X
Specialized services operating		2009	MATS	X	X
Preventive Maintenance		2009	MATS	X	X
Facility Development		2009	MATS	X	X
Support equipment		2009	MATS	X	X
Replacement vehicles		2009	MATS	X	X
Operate transit / paratransit service		2010	MATS	X	X
Specialized services operating		2010	MATS	X	X
Preventive Maintenance		2010	MATS	X	X
Support equipment		2010	MATS	X	X
Operate transit / paratransit service		2011	MATS	X	X
Specialized services operating		2011	MATS	X	X
Preventive Maintenance		2011	MATS	X	X

Harbor Transit– 2008-2011 Environmental Justice

WORK	Limits	Year	LOCAL UNIT	Low Income area	Minority Area
Operating Federal		FISCAL 2007	Harbor Transit	X	
Five buses- lift equipped		FISCAL 2007	Harbor Transit	X	
Computer and related		FISCAL 2007	Harbor Transit	X	
Facility upgrade/Maintenance		FISCAL 2007	Harbor Transit	X	
Operating Federal		FISCAL 2008	Harbor Transit	X	
Bus replacements		FISCAL 2008	Harbor Transit	X	
Support equipment		FISCAL 2008	Harbor Transit	X	
Operating Federal		FISCAL 2009	Harbor Transit	X	
Bus replacements		FISCAL 2009	Harbor Transit	X	
Facility and support equipment		FISCAL 2009	Harbor Transit	X	
Operating Federal		FISCAL 2010	Harbor Transit	X	
Bus replacements		FISCAL 2010	Harbor Transit	X	
Facility Development and exterior		FISCAL 2010	Harbor Transit	X	

CHAPTER 5: ENVIRONMENTAL ASSESSMENT OF NATURAL FEATURES

The WMSRDC staff has conducted a preliminary environmental screening of transportation projects included in the 2008-2011 TIP. The purpose of this assessment is to identify any projects which may have negative environmental impacts. This assessment is done at this point so that communities can be notified well in advance that there may be impacts on the environment.

Federal transportation legislation contains a requirement that the Long Range Transportation Plan include “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.” The goal is to balance transportation needs with environmental protection.

Factors Used in Environmental Assessment

WMSRDC staff compiled a list of each proposed transportation project in the plan and evaluated each listing using the following list of environmental factors.

- Floodplains - Use of the land adjacent to a stream has a major impact on protecting water quality, avoiding flood damage, and maintaining wildlife habitat. This area adjacent to the stream channel serves as a natural reservoir for storing excess water during a flood.
- Wetlands - Wetlands play a vital role in water resource protection, recreation, tourism, and the economy in West Michigan. Specifically, wetlands provide:
 - Flood and storm control via hydrologic absorption and storage capacity;
 - Wildlife habitat for breeding, nesting, feeding grounds, and cover for many forms of wildlife.
 - Protection of subsurface water resources, valuable watersheds, and recharge for groundwater supplies
 - Erosion control by serving as a sedimentation area and filtering basin, absorbing silt and organic matter.
- Historic Sites – Preservation of historic resources can contribute to economic development and tourism, and an overall higher quality of life for citizens. The goal is to create a balance by integrating historic preservation into community and transportation planning.
- Parks and Recreation - Preservation of parks and recreation areas is important to meeting the recreational needs of citizens. Many communities have recreation plans for acquiring, maintaining, and improving parks and recreation areas consistent with identified community recreation goals.

- Cemeteries - Preservation of cemeteries and burial grounds, demonstrates societal respect for their sacred, artistic, historical, and genealogical significance. Cemeteries face pressures from many fronts, including development (residential, commercial, and transportation related), abandonment, and neglect.

Factors Not Evaluated

There are a number of other potential environmental factors which were considered for use in evaluating the projects in the TIP. However, complete and accurate data is not available for many of these factors. Listed below are a number of other potential factors which could be evaluated, should more complete information become available in the future.

- Threatened and Endangered Species – The data available is insufficient to accurately map. As part of the consultation phase the Fish and Wildlife Service was contacted. In response, they noted that the following threatened and/or endangered species may be present in the WESTPLAN MPO: The Indiana bat, the Karner Blue Butterfly, Bald Eagles, the Pitcher’s Thistle, the Piping Plover, and the Eastern Massassauga Rattlesnake.
- Archeological sites – There is no complete data that is available to the public.
- Unique habitat - The data available is incomplete and insufficient to accurately map.
- Heritage Routes - There are no designated Heritage Routes within the MPO boundaries.

Environmental Assessment Findings

Tables on the following pages show which projects are adjacent to the environmental features which were examined. This inventory in no way substitutes a project sponsors responsibility to complete a more in depth environmental assessment.

The major factors identified which may affect some of the projects in the TIP are wetlands and floodplains. In addition proximity to a park and one project near historic sites were identified. Project sponsors are encouraged to follow the best practices which are outlined in the following sections.

Environmental factors may need to be examined in more detail in order to mitigate any negative impacts. These features may also influence project costs and timing. As previously stated, this assessment does not prevent any project from moving forward, but rather is to be used to identify potential problems.

Planning/ Design Guidelines

Regardless of the type of project or the resources that may be impacted, the following guidelines should be considered during the planning, design, construction, and maintenance of transportation projects. They represent good planning practice and will help ensure a blending of sound construction techniques with desired environmental protection goals.

- Employ context sensitive solutions (CSS) principles from the earliest point possible in project development.
- Identify the area of potential impact related to the transportation project, including the immediate project area, anticipated borrow/fill areas, haul roads, prep sites, and other contractor areas, as well as other related project development areas.
- Conduct an inventory to determine if any environmentally sensitive resources could be impacted by the project.
- Conduct a pre-construction meeting with local community officials, contractors, and subcontractors to discuss environmental protection.
- If possible, avoid impacts to environmental resources by limiting the project scope or redesigning the project
- Where impacts cannot be avoided, mitigate them as much as possible.
- Integrate stormwater management into the design of the site. If appropriate, utilize low-impact development practices that infiltrate stormwater into the ground (e.g., swales, rain gardens, native plantings).

Construction/Maintenance guidelines

- Insert special requirements addressing sensitivity of environmental resources into plans, specifications, and estimates provided to construction contractors
- Confine construction and staging areas to the smallest necessary and clearly mark area boundaries.
- Install construction flagging or fencing around environmental resources to prevent encroachment.
- Sequence construction activities to minimize land disturbance at all times, but especially during the rainy or winter season for natural resource protection and during the high-use season for resources open to the public.
- When utilizing heavy equipment, pay close attention to the potential of uncovering archeological remains.
- Before site disturbance occurs, implement erosion control best management practices to capture sediments and control runoff.
- Incorporate stormwater management into the construction phase.
- Properly handle, store, and dispose of hazardous materials (e.g., paint, solvents, epoxy) and utilize less hazardous materials when possible.
- Keep equipment in good working condition and free of leaks. Avoid equipment maintenance or fueling near sensitive areas. If mobile fueling is required, keep a spill kit on the fueling truck. Avoid hosing down construction equipment at the site, unless the water is contained and does not get into the storm drain system or waterways.
- Identify and implement salt management techniques to reduce the impacts of salt on area waterways.
- Conduct on-site monitoring during and immediately after construction to ensure environmental resources are protected as planned.

2008 TIP - Environmental Assessment – STP-Urban

Project Name	To/From	Work	Agency	Environmental Factors				
				Floodplains	Wetlands	Historic Sites	Cemeteries	Parks
174th	VanWagoner south to Leppinks Plaza	Reconstruct 2 to 3 lanes w/curb, gutter and storm sewer	FB					
Mercury Dr	Groesbeck St to 144th Ave	Reconstruct 2 to 3 lanes, replace bridge	OCRC					
Dangl Rd	Airline to Hile	Crush & Shape, base widen shoulders, HMA	MCRC					
Russell Rd	Giles to River	Crush & Shape, base widen shoulders, HMA	MCRC		☒			
Division	Laketon to Southern	Reconstruct	MUSK					
McGraft Park	Addison to Glenside	Reconstruct	MUSK	☒	☒			☒
Norton Ave	Seaway Dr to Henry	Reconstruct	NS					
Jackson	US 31 to Griffin	Reconstruct	GH					

2009 TIP - Environmental Assessment– STP-Urban

Project Name	To/From	Work	Agency	Environmental Factors				
				Floodplains	Wetlands	Historic Sites	Cemeteries	Parks
Hile Road	Harvey Street to Airline Road	Reconstruct, base drainage, and resurface	MCRC					
Access Highway	Getty Street to Muskegon City limits	Crush and shape existing; resurface, horizontal curve	MCRC		☒			
Comstock Street	168th Avenue to US-31	Resurface existing 24' and 55' and add 3' paved shoulders	OCRC		☒			
Lincoln Street	144th to US-31	Resurface existing 24' and add 3' paved shoulders	OCRC		☒			
Meridian Street	Exchange Street to South Street	Subsurface stabilization, resurfacing, spot curb	SL					
Glenside	Greenwich to Roosevelt Rd		RP					
Harvey Street	Mount Garfield Road to Farr Road	Reconstruct existing two lane to three lane w/improvement to	NS		☒			
Clay	Third to Terrace	Reconstruction	MUSK		☒	☒		
Park Street	Southern to Houston	Reconstruction	MUSK					
Leonard Street	Lake Street to 138th	Resurface existing 24'	OCRC		☒			

2010 TIP - Environmental Assessment– STP-Urban

Project Name	To/From	Work	Agency	Environmental Factors				
				Floodplains	Wetlands	Historic Sites	Cemeteries	Parks
Harvey Street	Farr Road to Pontaluna Road	Reconstruct existing two lane to three lane w/improvement to	NS		☒			
West Spring Lake Road	City of Ferrysburg limits to Hemlock	Resurface existing 22'	OCRC					
Getty Street	Hovey to Sherman		MH					
Parkwood Drive	North Shore Road, north to City Limits	?	FB					
Mill Iron Road	Heights Ravenna Road to 0.3 miles north of Broadway	Crush existing pavement; resurface,	MCRC					
East Fruitport Road	Brooks Road to I-96	Crush and shape existing; partial base correction,	MCRC		☒			
Laketon Ave.	Barclay to Henry	Reconstruct	MUSK					
Getty Street	Marquette to Access Hwy	Reconstruct	MUSK					
Lake Ave	River to Longview		SL					

2011 TIP - Environmental Assessment– STP-Urban

Project Name	To/From	Work	Agency	Environmental Factors				
				Floodplains	Wetlands	Historic Sites	Cemeteries	Parks
Airline Road	I-96 to US-31	Structural HMA overlay	MCRC					
Giles Road	M-120 to Whitehall Road		MCRC	☒	☒			
Getty Street	Sherman to Broadway		MH		☒			
Lake Ave. & Center Street Repaving/Four Corners Streetscape	Lake & Center: From Whitehall Rd. to Mills, Ruddiman:	Add center lane to Lake Ave., mill and	NM		☒			
Laketon Ave.	Henry Street to Park Street	Reconstruction	MUSK					
Getty Street	Keating Ave. to Laketon	Reconstruction	MUSK					
Dogwood Drive	City of Ferrysburg to Hickory street	Widen to 24' and resurface	OCRC		☒			

MDOT – 2009-2011 Environmental Assessment

Project Name	To/From	Year	Agency	Environmental Factors				
				Floodplains	Wetlands	Historic Sites	Cemeteries	Parks
I-96 Bridge Rehabilitation	UNDER FRUITPORT ROAD	2009	MDOT					
Rehabilitation	M-37 TO MOON ROAD	2009	MDOT					
M-46 Reconstruction	US-31 To Shonat Avenue	2010	MDOT					
US-31BR (EASTBOUND) Bridge Rehabilitation / Replacement	Over South Branch of Muskegon River	2010	MDOT					
M-37	Hall Street to Division Street	2011	MDOT					
US-31BR	Bridge over abandoned railway	2011	MDOT					

*Note: No factors identified

FY 2008 CMAQ Environmental Assessment

Project Name	To/From	Work	Agency	Environmental Factors				
				Floodplains	Wetlands	Historic Sites	Cemeteries	Parks
Bus Replacement	MATS Service Area	Replace two Heavy Duty Busses	MATS					
Signal Replacement	Grand Haven Road and Pontaluna Road	Signal upgrade	NS					
Traffic Signal Interconnect	Sherman BLVD and Whitehall Road	Traffic signal interconnects on two corridors	MCRC					
AREA-WIDE AIR QUALITY PROGRAM	AREA-WIDE	Area-wide Air Quality Program	WMSRDC					
Bus Replacement	MATS Service Area	Replace two Heavy Duty Busses	MATS					

*Note: No factors identified

FY 2009 CMAQ Environmental Assessment

Project Name	To/From	Work	Agency	Environmental Factors				
				Flood-plains	Wetlands	Historic Sites	Cemeteries	Parks
Lakeside Trail Gap Completion	Cutler Street and 917 W. Savidge Street	Lakeside Trail Gap Completion	Spring Lake					
Signal upgrade and Coordination-multiple locations	9 intersections citywide	Signal Timing, Loop Detectors, LED	Muskegon					
Intersection Improvements	Roosevelt Road and Glenside Blvd	Add Left Turn Lane, other improvements	Roosevelt Park					
AREA-WIDE AIR QUALITY PROGRAM	AREA-WIDE	AREA-WIDE AIR QUALITY PROGRAM	WMSRDC					
Purchase of 2 small buses	MATS Service area	Purchase of 2 small buses	MATS					

*Note: No factors identified

MATS TRANSIT – 2008-2011 Environmental Justice

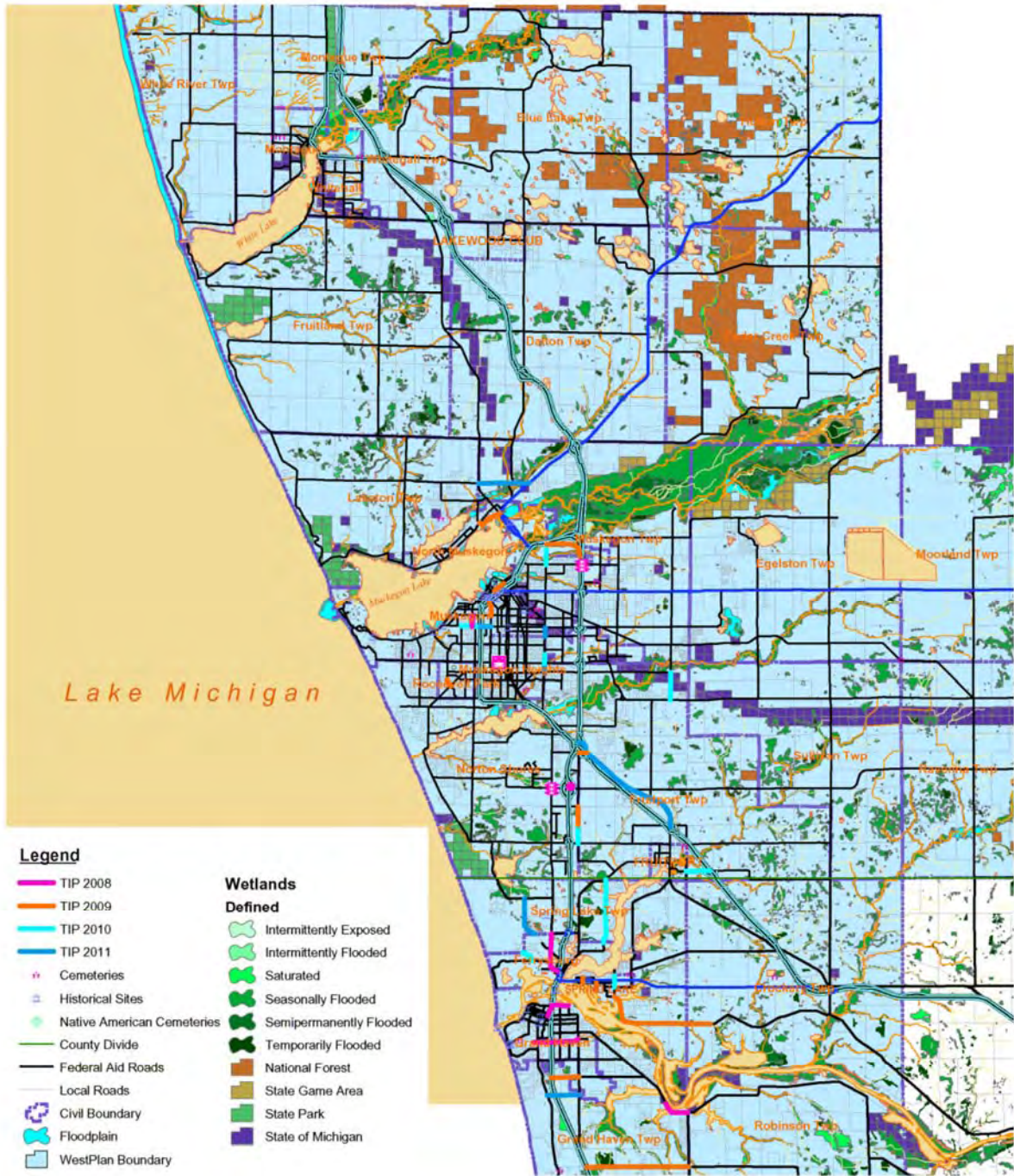
Project Name	To/From	Year	Agency	Environmental Factors				
				Flood-plains	Wetlands	Historic Sites	Cemeteries	Parks
Operate transit / paratransit service		2008	MATS					
Specialized services operating		2008	MATS					
Preventive Maintenance		2008	MATS					
Support equipment		2008	MATS					
Replacement vehicles		2008	MATS					
Operate transit / paratransit service		2009	MATS					
Specialized services operating		2009	MATS					
Preventive Maintenance		2009	MATS					
Facility Development		2009	MATS					
Support equipment		2009	MATS					
Replacement vehicles		2009	MATS					
Operate transit / paratransit service		2010	MATS					
Specialized services operating		2010	MATS					
Preventive Maintenance		2010	MATS					
Support equipment		2010	MATS					
Operate transit / paratransit service		2011	MATS					
Specialized services operating		2011	MATS					
Preventive Maintenance		2011	MATS					

*Note: No factors identified

Harbor Transit - 2008-2011 Environmental Justice

Project Name	To/From	Year	Agency	Environmental Factors				
				Flood-plains	Wetlands	Historic Sites	Cemeteries	Parks
Operating Federal		2007	Harbor Transit					
Five buses- lift equipped		2007	Harbor Transit					
Computer and related		2007	Harbor Transit					
Facility upgrade/Maintenance		2007	Harbor Transit					
Operating Federal		2008	Harbor Transit					
Bus replacements		2008	Harbor Transit					
Support equipment		2008	Harbor Transit					
Operating Federal		2009	Harbor Transit					
Bus replacements		2009	Harbor Transit					
Facility and support equipment		2009	Harbor Transit					
Operating Federal		2010	Harbor Transit					
Bus replacements		2010	Harbor Transit					
Facility Development and exterior		2010	Harbor Transit					

*Note: No factors identified



WestPlan TIP 2008-2011 Environmental Mitigation Analysis

WMSRDC
WEST MICHIGAN SHORELINE
REGIONAL DEVELOPMENT COMMISSION

Source: Michigan Geographic Data Library

CHAPTER 6: AIR QUALITY CONFORMITY ANALYSIS

The Interagency Work Group determined that the projects in the FY08-11 TIP exactly matched the projects in the same time period in the 2035 Long Range Transportation Program so the air quality conformity runs did not have to be re-created.

The Clean Air Act Amendments of 1990 (CAAA) established the mandate for better coordination between air quality and transportation planning. The CAAA requires that all transportation plans and transportation investments in non-attainment areas be subject to an air quality conformity determination. The purpose of this determination is to demonstrate that the WestPlan 2035 Long-Range Transportation Plan and Transportation Improvement Program (TIP) conform to the intent and purpose of the State Implementation Plan (SIP). The intent of the SIP is to achieve and maintain clean air and meet National Ambient Air Quality Standards (NAAQS). Therefore, 8 hour conformity for a LRTP and TIP during the interim period for areas with an approved 1 Hour conformity budget must be based on the 1 hour budget, rather than a 2002 interim baseline. Therefore, the air quality required test for the Muskegon Non-attainment area is the 1 Hour budget test for this plan.

On April 15, 2004, Muskegon County was classified as non-attainment for the 8 Hour Standard. In September 2004, the EPA "bumped down" Muskegon County's non-attainment classification from moderate to marginal. Muskegon County is classified as its own area while Ottawa and Kent Counties are classified as a two-county combined area.

The WestPlan area is included in both Muskegon and Ottawa Counties. The projects contained in the WestPlan 2035 LRTP that are located in Ottawa County have been tested for air quality conformity as part of the Grand Rapids (Kent and Ottawa Counties) Non-attainment area.

It is important to note that West Michigan has a complex ground-level ozone transport issue, as much of the polluted air monitored in West Michigan is generated in other areas and then blown across Lake Michigan.

Ozone is formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) combine in the presence of sunlight and heat. One way to reduce the amount of ozone is to reduce the amount of VOC and NO_x which are produced in the region. VOC and NO_x emissions originate, in part, from highway motor vehicles and can be reduced by decreasing congestion and/or providing for alternatives to the automobile, such as transit and ridesharing.

Air quality analysis was done for the projects contained in Muskegon County in the WestPlan 2035 Long Range Transportation Plan in order to determine the impact of the transportation system improvements on vehicle emissions. The Federal Highway Administration (FHWA) and EPA require that the implementation of projects in the LRTPs and TIPs do not create mobile source emissions greater than the 1 Hour budget. The conformity analysis conducted for the LRTP was prepared in accordance with EPA's transportation conformity rule. The conformity demonstration compares emissions for 2007, 2010, 2011, 2018, 2025, and 2035 to the 1 Hour budget.

Air Quality Assessment Criteria

The Muskegon Nonattainment conformity demonstration was made in compliance with all applicable conformity requirements and has been determined to satisfy the following conformity criteria and procedures set forth in the EPA's Transportation Conformity Rule:

1. The conformity demonstration was based on the latest planning assumptions.
2. The conformity demonstration was based on the latest emission model available.
3. The conformity demonstration was made according to the consultation procedures of the final conformity rule and the SIP conformity procedures.
4. The demonstration was made that the LRTPs do not increase the frequency or severity of the existing violation of the NAAQS for which the area is designated in nonattainment. Completing the components of the LRTPs does not increase emissions over the approved budget.
5. Each project contained in the LRTP was reviewed by the Interagency Work Group (IAWG) being consistent with the consultation procedures established in the SIP. During the review, a demonstration was made by the IAWG on each project as to whether it needed to be modeled or was exempt from emission modeling.

Background

The following describes the procedures used to estimate and analyze travel demand for the Muskegon Non-attainment area. The West Michigan Shoreline Regional Development Commission and the Michigan Department of Transportation (MDOT) developed socio-economic data for the MPO area for the years 2002 and 2035. The analysis years between these were interpolated. This data is the basis for forecasting in the travel demand models which, in turn, generate the inputs required for the air quality conformity analysis. These inputs are the amount of travel expressed as vehicle miles of travel (VMT) and average speed by National Functional Classification (NFC) by county. Individual NFCs by county are then grouped to provide the needed data structure required for EPA's Mobile6.2.

Air quality analysis is performed on a county-wide basis. The WestPlan urban travel demand forecast model which covers most of Muskegon County uses one of the latest travel demand modeling technologies, TransCAD. The WestPlan travel demand model also includes part of Ottawa County but only the Muskegon County portion is used for the Muskegon Non-attainment area. The portion of Muskegon County not modeled by WestPlan is modeled using the MDOT Statewide model. A more detailed description of the model is provided in the section Modeling Procedures later in this chapter.

The VMT and speed data generated by the WestPlan and Statewide models are normalized using county Highway Performance Monitoring System (HPMS) VMT figures to provide the basis for the estimation of present and future VMT and speeds by NFC for each county. The air quality conformity analysis performed assumes that transportation projects are

included in the model analysis year they are presumed to be open to traffic. The following table demonstrates and summarizes the data resulting in the conformity demonstration for the Muskegon Non-attainment Area for the 1 Hour Ozone Budget Test.

Muskegon County Non-attainment Area Conformity Demonstration

Scenario	Emissions in kilograms/day	
	VOC	NO _x
2002 Base	6,452.8277	9,245.8990
1 Hour Budget	7751.7700	9260.1900
2007 Action	3,889.9541	6,885.0706
2010 Action	3,106.8497	5,302.7578
2011 Action	2,908.9403	4,773.3157
2018 Action	2,010.5457	2,498.6737
2025 Action	1,623.9465	1,806.7409
2035 Action	1,691.2663	1,602.7513

The WestPlan 2035 Long-Range Transportation Plan shows conformity demonstration because both the Muskegon and Grand Rapids Non-attainment areas conform (see Appendix for information on the Grand Rapids Non-attainment area).

The remainder of this report provides additional technical details and documentation as necessary to support this determination for the Muskegon County Non-attainment area.

Modeling Procedures

MDOT developed and calibrated both the WestPlan urban travel demand model and the statewide travel demand model. Both travel demand models use the standard four-step transportation modeling process.

- 1- Trip generation model
- 2- Trip distribution model
- 3- Mode choice model
- 4- Highway assignment model

WestPlan Urban Travel Demand Model

For information on the urban travel demand modeling procedures, please refer to Chapter 3 of the WestPlan 2030 Long-Range Transportation Plan.

Statewide Travel Demand Model

The statewide model was used for the areas that are not covered by the MPO. The model was developed in TransCAD and calibrated for year 2000. The model covers all counties of the state and includes NFC collectors and above, local roads are excluded. Trip generation employs a cross classification lookup with trip rates developed from a combination of local models, National Cooperative Highway Research Program Report 187, Nationwide Personal Transportation Survey (NPTS), and Transportation Management Area (TMA) model trip generation rates. The trip generation variables used in the model are households by three income groups and five size categories along with six categories of employment. The trip distribution model uses a gravity model to estimate origin/destination tables. The mode choice model converts person trips to vehicle trips by removing transit trips and applying auto occupancy factors, which are sensitive to the length of the trip (longer trips having higher occupancies). The trip assignment model uses an all-or-nothing algorithm. The model was calibrated according to the strict calibration standards used by MDOT and suggested by FHWA. The model includes 2,392 traffic analysis zones and the network is coded to provide as output VMT, VHT, and speeds by NFC.

Highway Performance Monitoring System (HPMS) Data

The Environmental Protection Agency (EPA) and the United States Department of Transportation (USDOT) have both endorsed HPMS as the appropriate source of VMT estimates. HPMS is the FHWA's annual program to collect roadway data in all 50 states to assess the condition of the highway system in terms of traffic congestion, accessibility, and pavement condition. The FHWA requires traffic counts to determine the area wide VMT for all urban areas. MDOT supplements the counts outside the urbanized area with additional counts in small cities, rural areas, and especially in rural areas of counties with nonattainment status. These supplemental traffic counts follow the same random selection procedures as those inside the urban areas.

The HPMS data used is from MDOT's Universe file and is stratified by NFC. MDOT is currently undertaking a data improvement process to update the HPMS Universe, non-sample traffic data.

Model Vehicle Miles of Travel (VMT)

HPMS Universe data provides estimates of year 2002 for the WestPlan area, VMT stratified by NFC. To maintain consistency between HPMS and modeled VMT and among the milestone years, HPMS VMT by NFC (for the year the travel demand model is calibrated) is compared to the travel demand model's VMT by NFC (for the calibration year), producing scaling factors. For each conformity analysis year, these factors are multiplied by each travel demand model's VMT to produce a scaled VMT by NFC. Then the scaled VMT by NFC are collapsed into four groups, to meet the requirements of Mobile6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. This is done for all interim and future analysis years. This same process is used for VHT.

Development of Interpolated 2010 VMT, VHT, and Speeds

To derive the VMT for year 2010 an average growth rate was determined for each scaled VMT by National Functional Classification (NFC) from year 2007 to 2011. The 2007 and 2011 VMT and VHT were obtained using the methodology described above. The growth rates by NFC were applied to the 2007 VMTs to achieve estimated VMTs in 2010. Then the VMTs by NFC are collapsed into four groups, to meet the requirements of Mobile6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. The same procedures were applied to VHTs to determine year 2010 values. The modeled speeds were derived by dividing each grouped VMT by the equivalent grouped VHT.

Muskegon County Vehicle Miles of Travel

NFC	HPMS 2002	2002	2007	2010	2011	2018	2025	2035
Rural Interstate/Freeway	112,531	112,531	136,140	139,799	141,019	175,594	184,923	194,793
Rural Major & Minor Arterial/Collector/Local Street	1,186,327	1,186,327	1,263,069	1,302,724	1,315,943	1,441,004	1,550,737	1,690,676
Urban Interstate/Freeway	576,002	576,002	581,469	598,094	603,636	629,444	667,296	716,275
Urban Principal & Minor Arterial/Collector/Local Street	1,795,203	1,795,203	1,826,140	1,868,863	1,883,103	1,943,126	2,026,871	2,176,853
Total	3,670,063	3,670,063	3,806,818	3,909,481	3,943,701	4,189,167	4,429,829	4,778,597

MUSKEGON COUNTY VHT

NFC	2002	2007	2010	2011	2018	2025	2035
Rural Interstate/Freeway	1,627	1,965	2,019	2,037	2,535	26,766	2,823
Rural Major & Minor Arterial/Collector/Local Street	20,664	21,761	22,521	22,774	24,960	26,994	29,861
Urban Interstate/Freeway	10,500	10,554	10,880	10,989	11,505	12,242	13,311
Urban Principal & Minor Arterial/Collector/Local Street	42,400	41,831	42,919	43,282	44,940	47,075	51,174
Total	75,191	76,111	78,339	79,082	83,939	88,987	97,169

Model Speed

The modeled speed is derived by dividing the total aggregated scaled VMT by the total aggregated scaled VHT.

Muskegon County Speeds

NFC	2002	2007	2010	2011	2018	2025	2035
Rural Interstate/Freeway	69.1	69.3	69.2	69.2	69.3	69.1	69.0
Rural Major & Minor Arterial/Collector/Local Street	57.4	58.0	57.8	57.8	57.7	57.4	56.6
Urban Interstate/Freeway	54.9	55.1	55.0	54.9	54.7	54.5	53.8
Urban Principal & Minor Arterial/Collector/Local Street	42.3	43.7	43.5	43.5	43.2	43.1	42.5
Total	48.8	50.0	49.9	49.9	49.9	49.8	49.2

Conformity Analysis

The conformity analysis was performed using the Mobile6.2 program. Mobile6.2 is a computer program that estimates VOC and NO_x emission factors for gasoline-fueled and diesel highway motor vehicles. The model was developed by the EPA and is approved for use in both 1 Hour and 8 hour conformity demonstrations.

Mobile6.2 calculates emission factors for 28 individual vehicle types. Mobile6.2 emission factor estimates depend on various conditions such as ambient temperatures, average travel speed, operating modes, fuel volatility, and mileage accrual rates. Many of the variables affecting vehicle emissions can be specified by the user. The analysis is based on comparing total emissions from the 1 Hour Budget to those calculated by Mobile6.2 for the analysis years 2007, 2010, 2011, 2018, 2025, and 2035.

A summary of critical Mobile6.2 inputs assumptions are shown below. Sample Mobile6.2 inputs and outputs files are shown in the Appendix.

Temperature:

Maximum temperature = 95.0° F

Minimum temperature = 71.0° F

The Reid Vapor Pressure (RVP) value = 9.0

Emission factors are based on an average day during the month of July.

Mobile6.2 - Results

The following tables provide the results of Mobile6.2 emissions for the Muskegon Non-attainment area. The emission impact for each analysis year 2007, 2010, 2011, 2018, 2025, and 2035 is compared to the 1 Hour budget. In order to conform each target year scenario must be less than the 1 Hour Budget.

Muskegon County Non-attainment Area Conformity Demonstration

Scenario	Emissions in kilograms/day	
	VOC	NO _x
2002 Base	6,452.8277	9,245.8990
1 Hour Budget	7751.7700	9260.1900
2007 Action	3,889.9541	6,885.0706
2010 Action	3,106.8497	5,302.7578
2011 Action	2,908.9403	4,773.3157
2018 Action	2,010.5457	2,498.6737
2025 Action	1,623.9465	1,806.7409
2035 Action	1,691.2663	1,602.7513

An air quality analysis is performed on the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) in order to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration (FHWA) and the United States Environmental Protection Agency (USEPA) require that the implementation of projects in the TIP and the LRTP do not result in mobile source emissions greater than the current emission budget assigned for the Grand Rapids Metro Area in the State Implementation Plan (SIP).

The Grand Rapids Metropolitan Area was previously designated as a Maintenance Area for Ozone under the one-hour rule. The new 8-hour designations administered by the USEPA have tied both Kent and Ottawa counties under the more lenient sub-part 1 “Basic” non-attainment classification. The new designation still requires careful monitoring of air quality in the region. Therefore, the TIP and LRTP air quality conformity analysis examines changes in Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_x). The emission levels are then compared to numerical emission budgets developed by the state in the regional maintenance plan and the 2002 baseline emissions.

Air Quality Assessment Criteria

The Transportation Plan conformity demonstration was made in compliance with all applicable conformity requirements. The Transportation Plan satisfies the following conformity criteria and procedures set forth in the USEPA’s Transportation Conformity Rule:

1. The conformity demonstration was based on the latest planning assumptions.
2. The conformity demonstration was based on the latest emission model available.
3. The conformity demonstration was made according to the consultation procedures of the final conformity rule and the implementation plan revision.
4. The determination was made that the Transportation Plan does not increase the frequency or severity of the existing violation of the National Ambient Air Quality Standards (NAAQS) for which the area is designated in non-attainment. Completing the components of the Transportation Plan does not increase emissions over the option of not building during the same time period.

Background

The following documentation describes the best practices available for the travel demand estimation and analysis in Kent and Ottawa Counties. The Grand Valley Metropolitan Council (GVMC), the Macatawa Area Coordinating Council (MACC), and the West Michigan Shoreline Regional Development Commission (WestPlan) have approved socioeconomic data for 2000, 2002, 2007, 2011, 2018, 2025 and 2035. This data is the basis for forecasting travel demand in the respective study areas, which in turn generates the inputs required for air quality conformity analysis. These inputs are the amount of travel expressed as vehicle miles of travel (VMT) and

average speed by National Functional Classification (NFC) or a combination of similar functional classified facilities grouped together to address the new Mobile 6.2 model input data structure. One of the latest travel demand forecasting technologies available, the TransCad model has been used in all urban area travel demand forecasting efforts. However, air quality conformity analysis must be performed on a county wide basis, and the urban area travel demand forecast models cover all of Kent and portion of Ottawa Counties.

The VMT and speed data generated by the TransCad model for the GVMC, MACC, and WestPlan areas, and county wide Highway Performance Monitoring System (HPMS) VMT figures provide the basis for the estimation of present and future VMT and speeds by NFC for the entire counties. The air quality conformity analysis performed for the 2035 Long Range Transportation Plan includes the following assumptions:

- 1- Emission budget for VOC of 64 tons/day or 58,058.5 Kg/day based on MOBILE 5
- 2- Emission budget for NO_x of 61 tons/day or 55,337.0 Kg/day based on MOBILE 5
- 3- Emission budget for VOC of 48.8 tons/day or 44,247.9 Kg/day based on MOBILE 6.2
- 4- Emission budget for NO_x of 58.3 tons/day or 52,899.0 Kg/day based on MOBILE 6.2
- 5- Projects are included in year 2007, 2011, 2018, 2025, or 2035 depending when they could be built, and open to traffic.
- 6- Include off model credits from 1995-2000 approved CMAQ projects and Transit fleet turnover.
- 7- No Inspection/Maintenance (I/M) Program.

Modeling Procedures

GVMC has developed and calibrated the travel demand model (TransCad) which covers all of Kent and eastern part of Ottawa Counties. The travel demand model uses the standard four-step transportation planning process.

- 1- Trip generation model
- 2- Trip distribution model
- 3- Mode choice model
- 4- Highway assignment model

The *trip generation model* uses a combination of local and QRS (NCHRP 187) trip generation rates. The trip generation variables used in the model are Dwelling units, Retail Employment, and Non-retail Employment. The *trip distribution model* uses the standard model to estimate origin/destination tables. It also uses Friction Factors for trip attractiveness. The *mode choice model* is a single mode model. It uses vehicle occupancy rate to estimate vehicle trips on the network. Transit trips are estimated separately using different post processing methods. The *trip assignment model* uses two different techniques, all-or-nothing and capacity restrained algorithms. The model was calibrated according to the strict calibration standards used by MDOT and suggested by FHWA. The model includes 783 traffic analysis zones and 11,644 roadway links. The network is coded to output information based on area type, facility type, number of lanes, speeds, national functional classification,

capacity, street names, and vehicle assignment. The MACC and WestPlan have similar models which were developed and calibrated by the Michigan Department of Transportation (MDOT).

Model Data

The modeled VMT and speeds for the portions of each study area within Kent and Ottawa Counties are summarized in tables 1 through 12. The overall modeled speeds by NFC are determined by dividing total VMT by total VHT generated by the travel demand models. In some instances, where modeled speeds are unrealistic, speeds were adjusted to reflect real time speeds.

Table 1 Kent County Year 2002 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2002
2002	2000 VMT	2000 VMT	2002 VMT	2002 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	629,657	631,614	56.25
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,620,639	2,132,114	34.87
Urban Interstate/Freeway	3,353,463	4,493,660	4,332,637	3,242,300	53.88
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	9,839,788	8,957,407	30.44
TOTALS	14,101,872	16,384,234	17,422,721	14,963,436	

Table 2 Kent County Year 2007 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2007
2007	2000 VMT	2000 VMT	2007 VMT	2007 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	556,069	557,675	53.60
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,649,731	2,300,392	33.79
Urban Interstate/Freeway	3,353,463	4,493,660	3,369,919	2,550,211	47.17
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,091,649	10,077,317	31.27
TOTALS	14,101,872	16,384,234	16,667,368	15,485,595	

Table 3 Kent County Year 2011 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2011
2011	2000 VMT	2000 VMT	20011VMT	20011VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	564,245	565,879	52.15
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,765,292	2,406,670	33.74
Urban Interstate/Freeway	3,353,463	4,493,660	3,433,337	2,598,565	48.40
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,532,737	10,601,471	30.99
TOTALS	14,101,872	16,384,234	17,295,611	16,172,585	

Table 4 Kent County Year 2018 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2018
2018	2000 VMT	2000 VMT	2018 VMT	2018 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	564,237	565,687	53.50
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	2,889,996	2,502,240	33.58
Urban Interstate/Freeway	3,353,463	4,493,660	3,507,682	2,655,619	48.62
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	10,984,796	11,151,334	30.78
TOTALS	14,101,872	16,384,234	17,946,711	16,874,881	

Table 5 Kent County Year 2025 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	597,543	599,029	53.50
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	3,181,133	2,737,957	33.40
Urban Interstate/Freeway	3,353,463	4,493,660	3,746,439	2,835,621	48.75

Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	12,054,235	12,382,946	30.22
TOTALS	14,101,872	16,384,234	19,579,350	18,555,552	

Table 6 Kent County Year 2035 Vehicle Miles of Travel & Speed

KENT COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2035
2035	2000 VMT	2000 VMT	2035 VMT	2035 VMT	SPEED
NFC					
Rural Interstate/Freeway	698,481	691,383	639,469	645,942	53.25
Rural Major & Minor Arterial/Collector/Local Street	2,186,004	2,475,598	3,490,172	2,987,838	33.31
Urban Interstate/Freeway	3,353,463	4,493,660	4,135,615	3,123,557	48.55
Urban Principal & Minor Arterial/Collector/Local Street	7,863,924	8,723,593	13,115,642	13,627,440	29.90
TOTALS	14,101,872	16,384,234	21,380,898	20,384,778	

Table 7 Ottawa County Year 2002 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2002
2002	2000 VMT	2000 VMT	2002 VMT	2002 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,211,502	1,211,502	64.90
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	994,959	994,959	49.08
Urban Interstate/Freeway	376,165	414,156	351,306	351,306	56.90
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,814,935	2,814,935	34.88
TOTALS	5,137,707	4,281,417	5,372,702	5,372,702	

Table 8 Ottawa County Year 2007 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2007
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2007 NFC	2000 VMT	2000 VMT	2007 VMT	2007 VMT	SPEED
Rural Interstate/Freeway	1,172,996	404,029	1,229,887	1,336,439	65.55
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,289,548	1,036,343	47.98
Urban Interstate/Freeway	376,165	414,156	485,525	387,841	62.47
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	2,964,743	2,785,614	33.88
TOTALS	5,137,707	4,281,417	5,969,703	5,546,237	

Table 9 Ottawa County Year 2011 Vehicle Miles of Travel & Speed

OTTAWA COUNTY 2011 NFC	HPMS	MODELED	MODELED	NORMALIZED	2011 SPEED
	2000 VMT	2000 VMT	2011 VMT	2011 VMT	
Rural Interstate/Freeway	1,172,996	404,029	1,401,327	1,395,116	65.26
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,416,793	1,087,251	47.46
Urban Interstate/Freeway	376,165	414,156	497,803	389,882	62.21
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,156,521	2,888,423	33.34
TOTALS	5,137,707	4,281,417	6,472,445	5,760,672	

Table 10 Ottawa County Year 2018 Vehicle Miles of Travel & Speed

OTTAWA COUNTY 2018 NFC	HPMS	MODELED	MODELED	NORMALIZED	2018 SPEED
	2000 VMT	2000 VMT	2018 VMT	2018 VMT	
Rural Interstate/Freeway	1,172,996	404,029	1,462,848	1,584,478	63.83
Rural Major & Minor Arterial/Collector/Local Street	948,229	949,041	1,486,821	1,198,632	46.82
Urban Interstate/Freeway	376,165	414,156	500,367	394,004	62.14
Urban Principal & Minor Arterial/Collector/Local Street	2,640,317	2,514,191	3,273,670	2,989,045	33.06
TOTALS	5,137,707	4,281,417	6,723,706	6,166,159	

Table 11 Ottawa County Year 2025 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
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2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,662,276	1,689,453	62.90
Rural Major & Minor					
Arterial/Collector/Local Street	948,229	949,041	1,631,928	1,308,138	45.87
Urban Interstate/Freeway	376,165	414,156	505,941	419,847	61.63
Urban Principal & Minor					
Arterial/Collector/Local Street	2,640,317	2,514,191	3,386,585	3,227,610	32.26
TOTALS	5,137,707	4,281,417	7,186,730	6,645,048	

Table 12 Ottawa County Year 2035 Vehicle Miles of Travel & Speed

OTTAWA COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2035
2035	2000 VMT	2000 VMT	2035 VMT	2035 VMT	SPEED
NFC					
Rural Interstate/Freeway	1,172,996	404,029	1,772,443	1,854,506	61.28
Rural Major & Minor					
Arterial/Collector/Local Street	948,229	949,041	1,781,860	1,448,609	44.48
Urban Interstate/Freeway	376,165	414,156	538,992	448,131	60.79
Urban Principal & Minor					
Arterial/Collector/Local Street	2,640,317	2,514,191	3,662,634	3,518,809	31.02
TOTALS	5,137,707	4,281,417	7,755,928	7,270,055	

Highway Performance Monitoring System (HPMS) Data

HPMS data provides estimates of 2000 VMT for the entire Kent and Ottawa counties, stratified by NFC. Between 1990 and 2000, the NFC coding used to tabulate HPMS data changed due to the expanding urban boundaries of the urbanized areas. The 2000 HPMS VMT distribution was normalized to 2002, 2007, 2011, 2018, 2025, and 2035 distribution among the functional classes. Thus, the 2000 total HPMS VMT remained the same while the distribution changed to reflect what it would have been had the 2000 NFC coding been identical in the model.

The Environmental Protection Agency (EPA) and the United States Department of Transportation (USDOT) have both endorsed HPMS as the appropriate source of VMT estimates. HPMS is the FHWA’s annual program to collect roadway data in all 50 states to assess the condition of the highway system in terms of traffic congestion, accessibility, and pavement condition. The FHWA requires counts to determine the area wide VMT for all urban areas. MDOT supplements the counts outside the urbanized area with additional counts in small cities, rural areas, and especially in rural areas of counties with nonattainment status. These supplemental counts follow the same random selection procedures as those

inside the urban areas.

The HPMS data used is from MDOT's Universe file and is stratified by NFC. MDOT is currently undertaking a data improvement process to update the HPMS universe, non-sample traffic data. Shown in Tables 1 thru 12 are the original 2000 HPMS VMT estimates for Kent and Ottawa Counties.

Methodology to Scale Total Model VMT to HPMS VMT

The base year modeled VMT from the GVMC, WestPlan, and MACC models are combined and compared to the 2000 HPMS VMT for each functional class. The HPMS data by NFC by county for the base year (calibrated year) of the travel demand models is obtained from MDOT. The VMT by NFC from the urban models base year and the VMT from the statewide model are added together to generate a "county-wide" travel demand model VMT by NFC for the base year. Then, the base year HPMS VMT by NFC is divided by the base year "county-wide" travel demand model VMT for corresponding NFC. These divisions produce ratios, proportions, or "factors" for each NFC. For each conformity analysis year, these factors are multiplied to each travel demand model's VMT to produce a scaled VMT by NFC. For each year, the scaled travel demand model's VMT by NFC are aggregated to a "county-wide" total. Thus the VMT is aggregated so each NFC has a county-wide total. Then the scaled VMT by NFC are collapsed into four groups, to meet the requirements of MOBILE 6.2. These groups are: 1) rural interstate, 2) rural major & minor arterials/collectors/local streets, 3) urban interstate/freeway, and 4) urban principal & minor arterials/collectors/ local streets. This is done for all interim and future analysis years. To get scaled VHT (vehicle hours of travel) the factors developed above are applied to each travel demand model's VHT by NFC. The process follows the same steps and arrives at VHT by NFC collapsed into four groups. Next, to arrive at a speed, each individual group VMT is divided by the corresponding VHT. Thus, achieving the variables needed to express demand for travel within a county, VMT and speed, as required for input into MOBILE6.2.

The speeds on un-modeled rural links are assumed to be the same as the speeds on modeled rural links. In addition, these speeds in rural Ottawa County are assumed to be constant over time, as substantial excess capacity generally exists on rural roads.

Conformity Analysis

GVMC staff combined estimates of VMT and Speed from the Kent and Ottawa Counties to use with the emissions output from MOBILE6.2. The conformity is performed using the MOBILE6.2 program. MOBILE6.2 is a computer program that estimates volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NOx) emission factors for gasoline-fueled and diesel highway motor vehicles. The model was developed by the United States Environmental Protection Agency (USEPA). MOBILE6.2 calculates emission factors for eight individual vehicle types in two regions of the country. MOBILE 6.2 emission factor estimates depend on various conditions such as ambient temperatures, average travel speed, operating modes, fuel volatility, and mileage accrual rates. Many of the variables affecting vehicle emissions can be specified by the user. The analyses cover 2002, 2007, 2011, 2018, 2025, and 2035. The analysis is based on comparing the total emissions from the Long Range Transportation Plan and the Transportation Improvement Program projects to the official emission budget in the SIP and a calculated budget by Mobile6.2 and

the analysis does not include an I/M Program. Tables 13 thru 18 reflect the emissions of VOC and NOx with the implementation of projects included in the Long Range Transportation Plan and the Transportation Improvement Program.

Table 13 Kent Year 2002, 2007, 2011, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Analysis Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,001.01	1,959.28
Rural Major & Minor Arterial/Collector/Local Street	2002	3,816.35	5,037.03
Urban Interstate/Freeway	2002	5,242.48	9,933.93
Urban Principal & Minor Arterial/Collector/Local Street	2002	16,856.48	21,387.17
TOTALS		26,916.32	38,317.41
Functional Classification			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2007	558.61	1,057.35
Rural Major & Minor Arterial/Collector/Local Street	2007	2,623.23	3,559.30
Urban Interstate/Freeway	2007	2,661.23	4,522.68
Urban Principal & Minor Arterial/Collector/Local Street	2007	11,805.03	15,683.99
TOTALS		17,648.09	24,823.31
Functional Classification			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2011	412.22	699.87
Rural Major & Minor Arterial/Collector/Local Street	2011	1,961.45	2,521.23
Urban Interstate/Freeway	2011	1,937.51	3,106.00
Urban Principal & Minor Arterial/Collector/Local Street	2011	8,881.71	11,178.92
TOTALS		13,192.89	17,506.02
Functional Classification			
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day

Rural Interstate/Freeway	2018	266.52	345.63
Rural Major & Minor Arterial/Collector/Local Street	2018	1,325.31	1,325.89
Urban Interstate/Freeway	2018	1,283.85	1,565.16
Urban Principal & Minor Arterial/Collector/Local Street	2018	6,080.13	5,955.50
TOTALS		8,955.81	9,192.19

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2025	214.94	247.25
Rural Major & Minor Arterial/Collector/Local Street	2025	1,122.37	1,020.24
Urban Interstate/Freeway	2025	1,046.19	1,143.76
Urban Principal & Minor Arterial/Collector/Local Street	2025	5,272.71	4,665.67
TOTALS		7,656.21	7,076.91

Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2035	223.34	218.47
Rural Major & Minor Arterial/Collector/Local Street	2035	1,182.90	936.57
Urban Interstate/Freeway	2035	1,110.66	1,041.24
Urban Principal & Minor Arterial/Collector/Local Street	2035	5,621.61	4,330.99
TOTALS		8,138.50	6,527.26

Table 14 Ottawa Year 2002, 2007, 2011, 2018, 2025 & 2035 VOC & NOX Emissions

Functional Classification	Analysis Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2002	1,869.78	4,370.10
Rural Major & Minor Arterial/Collector/Local Street	2002	1,630.01	2,561.54
Urban Interstate/Freeway	2002	561.72	1,133.59

Urban Principal & Minor Arterial/Collector/Local Street	2002	5,038.56	6,650.16
TOTALS		9,100.07	14,715.39
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2007	1,281.84	3,137.67
Rural Major & Minor Arterial/Collector/Local Street	2007	1,070.98	1,740.20
Urban Interstate/Freeway	2007	379.87	888.21
Urban Principal & Minor Arterial/Collector/Local Street	2007	3,173.31	4,309.16
TOTALS		5,905.99	10,075.23
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2011	973.95	2,156.57
Rural Major & Minor Arterial/Collector/Local Street	2011	811.05	1,225.26
Urban Interstate/Freeway	2011	277.16	588.87
Urban Principal & Minor Arterial/Collector/Local Street	2011	2,363.06	3,028.64
TOTALS		4,425.22	6,999.34
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2018	726.85	1,126.36
Rural Major & Minor Arterial/Collector/Local Street	2018	582.60	671.22
Urban Interstate/Freeway	2018	183.32	280.70
Urban Principal & Minor Arterial/Collector/Local Street	2018	1,590.86	1,585.89
TOTALS		3,083.62	3,664.17
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day

Rural Interstate/Freeway	2025	590.92	774.72
Rural Major & Minor Arterial/Collector/Local Street	2025	488.35	506.74
Urban Interstate/Freeway	2025	148.97	195.77
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,339.56	1,206.97
TOTALS		2,567.80	2,684.19
Functional Classification	Year	VOC Kg/Day	Nox Kg/Day
Rural Interstate/Freeway	2035	625.90	670.13
Rural Major & Minor Arterial/Collector/Local Street	2035	525.44	465.79
Urban Interstate/Freeway	2035	152.98	167.17
Urban Principal & Minor Arterial/Collector/Local Street	2035	1,429.63	1,112.29
TOTALS		2,733.95	2,415.38

Table 15 Conformity Analysis Total Results Ton/Day (MOBILE5 Budget)

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	Nox
	Before Credit	Before Credit	Credits	Credits			Emission Mobile 5 Budget	Emission Mobile 5 Budget
	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002 W/O IM	39.702	58.460	-0.19	-0.17	39.51	58.29	64	61
2007 W/O IM	25.965	38.470	-0.19	-0.17	25.77	38.30	64	61
2011 W/O IM	19.421	27.013	-0.19	-0.17	19.23	26.84	64	61
2018 W/O IM	13.271	14.172	-0.19	-0.17	13.08	14.00	64	61
2025 W/O IM	11.270	10.760	-0.19	-0.17	11.08	10.59	64	61
2035 W/O IM	11.985	9.858	-0.19	-0.17	11.80	9.69	64	61

Table 16 Conformity Analysis Total Results Kg/Day (MOBILE5 Budget)

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	Nox
	Before Credit	Before Credit	Credits	Credits			Emission Mobile 5 Budget	Emission Mobile 5 Budget
	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day
2002 W/O IM	36,016.389	53,032.807	-168.73	-154.22	35,847.66	52,878.59	58,058.50	55,337.00
2007 W/O IM	23,554.078	34,898.542	-168.73	-154.22	23,385.35	34,744.32	58,058.50	55,337.00
2011 W/O IM	17,618.115	24,505.356	-168.73	-154.22	17,449.38	24,351.14	58,058.50	55,337.00
2018 W/O IM	12,039.426	12,856.352	-168.73	-154.22	11,870.70	12,702.13	58,058.50	55,337.00
2025 W/O IM	10,224.003	9,761.106	-168.73	-154.22	10,055.27	9,606.89	58,058.50	55,337.00

IM

**2035
W/O**

IM 10,872.457 8,942.646 -168.73 -154.22 10,703.73 8,788.43 **58,058.50** **55,337.00**

Table 17 Conformity Analysis Total Results Ton/Day (Mobile 6 Budget)

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	Nox
	Before Credit	Before Credit	Credits	Credits			Emission Mobile 6 Budget	Emission Mobile 6 Budget
	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day	Tons/Day
2002 W/O IM	39.702	58.460	-0.19	-0.17	39.51	58.29	48.80	58.30
2007 W/O IM	25.965	38.470	-0.19	-0.17	25.77	38.30	48.80	58.30
2011 W/O IM	19.421	27.013	-0.19	-0.17	19.23	26.84	48.80	58.30
2018 W/O IM	13.271	14.172	-0.19	-0.17	13.08	14.00	48.80	58.30
2025 W/O IM	11.270	10.760	-0.19	-0.17	11.08	10.59	48.80	58.30
2035 W/O IM	11.985	9.858	-0.19	-0.17	11.80	9.69	48.80	58.30

Table 18 Conformity Analysis Total Results Kg/Day (Mobile 6 Budget)

Model Year	Total VOC	Total NOx	VOC	NOx	Adjusted VOC	Adjusted NOx	VOC	Nox
	Before Credit	Before Credit	Credits	Credits			Emission Mobile 6 Budget	Emission Mobile 6 Budget
	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day	Kg/Day
2002 W/O IM	36,016.389	53,032.807	-168.73	-154.22	35,847.66	52,878.59	44,247.90	52,899.00
2007 W/O IM	23,554.078	34,898.542	-168.73	-154.22	23,385.35	34,744.32	44,247.90	52,899.00
2011 W/O IM	17,618.115	24,505.356	-168.73	-154.22	17,449.38	24,351.14	44,247.90	52,899.00
2018 W/O IM	12,039.426	12,856.352	-168.73	-154.22	11,870.70	12,702.13	44,247.90	52,899.00
2025 W/O IM	10,224.003	9,761.106	-168.73	-154.22	10,055.27	9,606.89	44,247.90	52,899.00

2035									
W/O									
IM	10,872.457	8,942.646	-168.73	-154.22	10,703.73	8,788.43	44,247.90	52,899.00	

Conclusion

Tables 13 thru 18 clearly indicate that implementing the Long Range Transportation Plan projects will result in lower emissions than the emission budgets from MOBILE5 and 6 and each of the milestone years when compared against the 2002 baseline year. Consequently, the Grand Valley Metro Council, West Michigan Shoreline Regional Development Commission, and the Macatawa Area Coordinating Council’s 2035 LRTPs comply with the transportation plan conformity criteria contained in the USDOT/USEPA Conformity Guidance, and therefore meet the requirement of the CAAA and related ISTEA, TEA-21, and SAFETEA-LU provisions.

Summary

The previous tables clearly demonstrate that the Muskegon Non-attainment area conforms. Projects in the WestPlan 2035 Long-Range Transportation Plan located in Muskegon County result in lower emissions in each of the milestone years when compared against the 1 Hour budget, consistent with USDOT/EPA conformity rules. These results support the determination of conformity with applicable requirements of the SIP following and in accordance with TEA-21, as amended, and SAFETEA-LU. Conformity of the WestPlan 2035 LRTP is also dependent on the conformity of the Grand Rapids Non-attainment area (contained in the appendix.) Because both the Muskegon Non-attainment area and the Grand Rapids Non-attainment area have shown to conform the WestPlan 2035 LRTP therefore conforms.

CHAPTER 7: FY 2008-2011 PROGRAM OF PROJECTS

General Description

This section lists the projects scheduled for the Muskegon/Northern Ottawa Urban Area transportation system for Fiscal Years 2008 through 2011. It includes those projects that have been programmed for known Federal funds or other significant projects. The final list of projects is a verification of local review and concurrence on the nature of the proposed projects. However, each jurisdictional agency is responsible for actual implementation of the project(s) it proposes.

The Muskegon Area Transit System (MATS), Harbor Transit, and WestPlan are committed to providing timely opportunities for consultation with private transportation firms concerning plans for existing, new, and restructured services which may be offered for competitive proposal by private carriers. Private transportation providers are invited to participate throughout the transportation planning process.

It should be noted that the allocation of federal dollars to individual projects in the following program is based upon the best available revenue estimate at the time of program development. Should federal funding availability change, the federal allocation to each project will be reviewed and adjusted accordingly through amendments to this document.

The Program of Projects information that follows is provided in a format that offers traditional information on the projects in a user-friendly manner, by fiscal year and funding types. **As future MPO action is taken to update or amend the TIP, document will be updated accordingly. The list which follows is the official TIP list.**

The TIP list was created in work sessions conducted by the MPO Technical Committee and then approved by the Policy Committee. Prior to bringing potential projects to the Technical Committee each individual road agency prioritizes their own project lists. The process used to create the list was to look at a number of criteria including, a projects regional significance, availability of funds, availability of local match, and past funding awards.

Uniform STIP/TIP Project Data

Uniform STIP/TIP Project Data

Uniform STIP/TIP Project Data

Uniform STIP/TIP Project Data

Uniform STIP/TIP Project Data

Uniform STIP/TIP Project Data

Uniform STIP/TIP Project Data

APPENDICES

APPENDIX A: UNFUNDED PROJECTS

Appendix A is provided for information purposes. This list illustrates projects that could be funded if additional resources were made available to the MPO area. The projects in this Appendix were submitted, but ultimately not selected for inclusion in the FY2008-2011 TIP due to an insufficient level of funds from the desired source after a Call for Projects was announced and projects selected.

For several of these projects, proposals and applications have been developed and will be submitted as each funding source issues its Call for Projects. Please be aware that the projects listed in the table below may or may not be selected for funding in the future and will carry no weight or priority if they are included in this list or not when any official call for projects is issued. Again, this list is for informational purposes only.

NAME	LIMITS	WORK	LENGTH	FUND	TOTAL COST	LOCAL UNIT

APPENDIX B: MPO RESOLUTION FOR TIP APPROVAL

APPENDIX C: MPO CERTIFICATION RESOLUTION

In accordance with 23 CFR 450.334, the West Michigan Shoreline Regional Development Commission, Metropolitan Planning Organization for the Muskegon/Ottawa urbanized area, in cooperation with the Michigan Department of Transportation, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5303, 23 U.S.C. 134, and 23 CFR part 450.334;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Sec.105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

Attest: _____
Executive Director,
West Michigan Shoreline Regional Development Commission

Date: _____

APPENDIX E: WESTPLAN ADVISORY COMMITTEES

Policy Committee

Louis McMurray, Muskegon County Commissioner
Russell V. Brown, Ottawa County Road Commissioner
Kevin Davis, Council Member, City of Muskegon
Rillastine Wilkins, Mayor, City of Muskegon Heights
Jerry Wiersma, Mayor, City of Norton Shores
Bill Gill, Muskegon County Commissioner
Gary R. Conrad, Muskegon County Road Commissioner
Roland Crummel, Supervisor, Laketon Township
Elmer Hoyle, Council Member, Ravenna Township
Tom Anderson, Council Member, City of North Muskegon **(Vice-Chair)**
Robert Young, Mayor, City of Roosevelt Park **(Chair)**
Cindy Durrenberger, Federal Highway Administration, (non-voting)
Dalrois McBurrows, MDOT - Transportation Planning - Lansing (voting)
Ryan Kelly, Council Member, Village of Spring Lake
Roger White, Chairman, Harbor Transit
Ed Nieuwenhuis, Council Member, City of Grand Haven
Ray Tejchma, Mayor, City of Ferrysburg
Joanne Marcetti, Supervisor, Grand Haven Township
Dr. Charles Townsend, Council Member, City of Montague
Edd Whalen, Council Member, City of Whitehall

Technical Committee

Mohammed Al-Shatel, City of Muskegon
Paul Bouman, Muskegon County Road Commission **(Chair)**
Jim Koens, Muskegon Area Transit System
Henry Witherspoon, City of Muskegon Heights
Bruce Moore, City of North Muskegon
Jim Murphy, City of Norton Shores
Matt Farrar, City of Roosevelt Park
Sandra Cornell-Howe, Michigan Department of Transportation - Lansing
Cindy Durrenberger, Federal Highway Administration, (non-voting)
Steve Redmond, MDOT-Grand Region
Brett Laughlin, Ottawa County Road Commission
Ryan Cotton, Village of Spring Lake **(Vice-Chair)**
Julie Bildner, Harbor Transit
Chuck Nowak, City of Grand Haven
Craig Bessinger, City of Ferrysburg
Tom Kroll, City of Montague
Brian Armstrong, City of Whitehall

APPENDIX F: DEFINITIONS

The following are important items to note when interpreting summary data from the previous table:

- The TIP deals with fiscal years, not calendar years. As such, this report summarizes planned expenditures for October 1 to September 30. Fiscal Year 2008 begins on October 1, 2007.
- The STIP and TIPs must list projects funded with federal funds and others that are regionally significant regardless of the funding source. We have attempted to show all transportation revenue in the table, but have not listed specific projects that are not required to be programmed in the TIP. For example, we have attempted to show an estimate of local funding available for transportation projects and issues, but have not included a listing of locally funded transportation maintenance activities. These activities are not required in this document, and are best left to the management discretion of the local agencies.
- Projects associated with the expenditures listed in the table above are detailed in the Program of Projects portion of the TIP. Some projects not of appropriate scale to be listed individually have been grouped into General Program Accounts for the purpose of the TIP.
- Expenditures for known programs that did not have specific projects identified at the time this document was developed are not shown and will be amended into the program when the projects are identified.

Following is a brief description of the programs listed in the preceding table. Local Highway Programs include,

- **Small Metropolitan Planning Organizations Program** - the Small MPO's program is funded with a non-mandatory set aside of federal STP funds for areas of population between 50,000 and 200,000. These include the urbanized areas of Battle Creek, Bay City, Benton Harbor, Holland/Zeeland, Jackson, Kalamazoo, Muskegon/Ottawa, Port Huron, and Saginaw.
- The **Rural Task Force Program** is made up of the **Rural STP** and **TEDF-D** programs. The Rural STP program is created with a non-mandatory set aside of federal funds. The TEDF-D program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for a rural county system of all-season roads. Recipients include the 78 counties that do not receive TEDF-C funds. Groups of nearby counties meet together in Rural Task Forces to prioritize their transportation investments. The programs were combined on the table because individual county projects are often funded from both sources.
- **Local Bridge Program** - the Critical Bridge Program is established in state law with a state grant from the Michigan Transportation Fund (MTF). Federal Bridge funds that may only

be spent off the federal aid system and federal STP funds are also part of the program.

- **Congestion Mitigation & Air Quality Program** - the CMAQ program is a federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies.
- **Transportation Enhancements Program** - the TE program is funded with a federal set aside of STP funds for surface transportation-related projects, such as bike and pedestrian facilities, transportation museums, and historic preservation projects. Grants are made based on applications from state and local agencies and private entities.
- **Local Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **State Park Access Program** - the SPA program is a non-mandatory set aside of federal STP funds for the purpose of improving local roads that serve state parks. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **Federal Allocations** - federal allocations include the congressionally designated High Priority Projects of SAFETEA-LU and Demonstration projects of pre- SAFETEA-LU authorizations, as well as funds distributed at the discretion of the U. S. Secretary of Transportation. These funds typically provide for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they become known.
- **Safety Program** – The local road safety program, which is funded with a set aside of federal STP funds, is not included in the tables because projects were not selected in time to be included. These projects address immediate safety needs and are not selected very far in advance. These projects will be amended into the S/TIP once they are selected.

The state trunkline system is nearly 10,000 miles of the more heavily traveled roads in the state. They are all funded from the pool of state and federal funds available to the MDOT for care of the state trunkline system. State Trunkline programs include,

- **Rehabilitate and Reconstruct Program** - the R & R program's purpose is to improve the condition and ride quality of pavements on the system.
- **Trunkline Bridge Program** - the bridge program provides for the inventory, inspection, analysis and emergency repair of trunkline bridges.
- **Capital Preventive Maintenance Program for Highways and Bridges** - the CPM program's purpose is to extend the life of pavement and prevent costly repairs in the future.
- **Passing Relief Lanes** - the program adds passing lanes on two lane trunklines with limited passing sight distance.
- **Capacity Improvements** - capacity improvements include the widening and resurfacing or reconstructing of roads with the purpose of relieving urban congestion and improving service along the most important commercial thoroughfares.
- **New Roads** - the new roads program includes construction of new roads on new alignments in order to improve system continuity, relieve congestion, and continue Michigan's economic vitality.
- **Preliminary Engineering** - PE includes funding for preliminary studies, surveys, drafting, and engineering work necessary to begin the development of road projects.
- **Congestion Mitigation & Air Quality Program** - the CMAQ program is federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies.
- **Highway Safety Program** - the highway safety program is funded with a set aside of federal STP funds. Projects were not selected in time to be included in the TIP and will need to be amended in once they are selected.
- **State Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **Weigh Stations Program** - the Weigh Stations program provides funding for improvements to truck weigh stations on the trunkline system.
- **Roadsides Program** - the Roadsides Program provides funding for landscaping, rest areas, and non-motorized facilities.

- **Sewer Separations Program** - the Sewer Separations program funds the MDOT participation in local sewer separation projects.
- **Federal Allocations** - federal allocations include the congressionally designated High Priority Projects of SAFETEA-LU and Demonstration projects of pre-SAFETEA-LU authorizations, as well as funds distributed at the discretion of the U. S. Secretary of Transportation. These funds typically provide for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they become known.

Federal funds are also available from the Federal Transit Administration (FTA) to support public transit operation in rural and urban areas. The funds are designated to support regular operation expenses, paratransit operations, normal equipment replacement costs, and other capital expenses. The Muskegon Area Transit System and Harbor Transit receive a variety of FTA funds to support their services. Funds are available through 49 U.S.C. §5307 to support operating costs, transit service studies and planning, and some capital items. Large capital projects may be eligible for federal discretionary funds from 49 U.S.C. §5309, while 49 U.S.C. §5311 provides for some rural service and 49 U.S.C. §5310 funds can be passed through the transit system to assist local specialized service providers. SAFETEA-LU is designed to allow flexibility in funding transit. Therefore, transit also has access to a number of the other federal funding sources available in SAFETEA-LU. (The anticipated allocation to both transit systems are itemized separately in the TIP Project lists)

State-raised revenues include a number of categories, including the following four basic sources of funds. The Michigan Transportation Fund (MTF) is allocated directly to local units of government. It is based on gasoline and weight tax monies and is the primary source for local street and highway projects. The Comprehensive Transportation Fund is also based on gas and weight monies and is used for mass transit or other non-highway projects. The Michigan Aviation Fund is based on aviation fees and taxes and used for aviation projects throughout the state. Transportation Economic Development Funds (TEDF) are divided into five categories and provide revenue to meet demands placed on the transportation system due to economic development projects or specific industries.

Locally-raised revenues and local match for street projects under most programs are made by the governmental unit having jurisdiction over the project. Most local units of government use proceeds from their MTF allocation for this purpose, or institute capital improvement mileage funds.

APPENDIX G: PUBLIC PARTICIPATION PLAN

**West Michigan Metropolitan Transportation Planning Program
Participation and Consultation Plan**

West Michigan Shoreline Regional Development Commission

**August 2000
Revised June 2003
Revised July 2004
Revised May 2006**

West Michigan Metropolitan Transportation Planning Program Participation Plan

Introduction

Participation in the West Michigan Metropolitan Transportation Planning Program (WestPlan) planning process is based on this participation plan. WestPlan considers participation early in the planning process essential in order to fully assess all the social, economic, energy, and environmental impacts of transportation decisions. The goals of the WestPlan Participation Plan are:

- Informed and involved residents and stakeholders have reasonable access to public records and the decision-making process, through any mean, paper or electronically.
- A planning approach that is proactive and open to participation by all, especially those persons and groups that have been traditionally under-served by the transportation system.
- A process that not only encourages broad participation, but also considers and responds to input by allowing all parties to comment.
- Ensure public meetings are effectively conducted at convenient and accessible locations at reasonable times and employ web and visual tools (maps, diagrams, drawings, 3D renderings, etc...) that shall be used to the maximum extent reasonable.

The WestPlan Participation Plan outlines a proactive procedure to be undertaken whenever significant transportation planning initiatives are undertaken, such as updates to WestPlan's Transportation Improvement Plan or Long-Range Transportation Plan. WestPlan utilizes several principal mechanisms to obtain this input:

- Press and information releases
- Newspaper articles
- Paid advertisements/Public notices
- Direct mailings of the "Commission Communications" newsletter
- Internet web page
- Annual Report
- Meetings of the WestPlan Technical and Policy Committees
- Special meetings
- Workshops
- Public meetings

A blend of these mechanisms forms the current WestPlan Participation Plan process. A description of each of the principal mechanisms, including how they are used and potential audience reached, is as follows:

Notification Mechanisms

WestPlan committees and the West Michigan Shoreline Regional Development Commission (WMSRDC), which serves as the Metropolitan Planning Organization (MPO) for Muskegon County

and northern Ottawa County, communicate with interested groups and residents within Muskegon County and northern Ottawa County through a variety of means. WestPlan, working as the MPO, programs all federally funded transportation projects in Muskegon and Northern Ottawa Counties.

- **Press Releases:** A press release is written by WMSRDC announcing each meeting of a WestPlan Technical and Policy Committee. Also, additional press releases will frequently be written by WMSRDC staff in order to call attention to significant MPO planning activities. These press releases are distributed to the Muskegon Chronicle, the Grand Haven Tribune, all other local newspapers, and all local television and radio stations. The extent to which these are reported has not been fully monitored, but follow up response from reporters indicates that this is an effective method of distributing information to all parties.
- **Information Releases:** An information release is written by WMSRDC announcing each meeting of a WestPlan Technical and Policy Committee. Also, additional information releases will frequently be written by WMSRDC staff in order to call attention to significant MPO planning activities. These information releases are distributed to all local governments and local libraries, along with a request that the releases be posted at a public place in the receiving location. The extent to which these are posted is monitored through local contacts and onsite visits.
- **Paid Advertisements/Public Notices:** When deemed necessary, paid advertisements and/or public notices will be purchased through the Muskegon Chronicle and Grand Haven Tribune to notify all interested parties of significant planning projects and/or meetings of the WestPlan committees.
- **Commission Communications Newsletter:** WestPlan related articles frequently appear in Commission Communications, the bi-monthly newsletter of WMSRDC. The newsletter has a circulation of nearly five hundred, including local government staff, local elected officials, special interest groups, and other organizations. The mailing list remains open and the participation process continues to solicit additional interested groups and individuals.
- **Internet Web Page:** An overall summary of transportation plans and programs is listed on the WMSRDC website at www.wmsrdc.org. Interested parties may also find contact information and directions to the WMSRDC office on the website.
- **WMSRDC Annual Report:** The WMSRDC annual report is a broad spectrum way of informing all interested parties about MPO activities. The annual report is published at the beginning of each calendar year and is distributed to the same mailing list as the Commission Communications newsletter. As with the newsletter, the mailing list remains open and the WestPlan Participation Plan process continues to solicit additional interested groups and individuals.
- **Other Mechanisms:** The Commission Communications newsletter, WMSRDC Annual Report, website, and press releases are the principal tools used to notify the all interested parties about transportation planning issues in Muskegon County and northern Ottawa County. The WMSRDC office, however, also has become a valuable information resource for citizens and local businesses. Through hundreds of annual requests, WMSRDC staff

distributes local demographic information, transportation statistics, and background material on community development trends and proposals.

MPO Committee Structure Involvement

WestPlan consists of a Policy Committee and a Technical Committee. The Technical Committee reports directly to the Policy Committee. All meetings are held at convenient and accessible locations during normal business hours, with the exception of special meetings, which may be held during evening hours.

- **Technical Committee:** Technical Committee meetings are generally held on the first Thursday of each month, if necessary agenda items are determined. At a minimum, the Technical Committee should meet not less than six times per year. The meetings, which are hosted by a committee member at their office, are always open to all interested parties and a comment period is regularly scheduled on the agenda. Announcements for all Technical Committee meetings are made through the press and information release procedure detailed in the previous section. The Technical Committee reviews all plans and programs and makes technical recommendations to the Policy Committee and WMSRDC staff. The Technical Committee is comprised of local engineers, public works staff/directors, or planners from each local road agency, including transit, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA).
- **Policy Committee:** Policy Committee meetings are generally held on the third Wednesday of every month if a Technical Committee meeting took place. At a minimum, the Policy Committee should meet not less than quarterly, or on call of the Chair. The meetings, which are hosted by a committee member at their office, are always open to all interested parties and a comment period is regularly scheduled on the agenda. Announcements for all Policy Committee meetings are made through the press and information release procedure detailed in the previous section. The Policy Committee is responsible for all final decisions regarding transportation. The Technical Committee is comprised of local elected officials from each local road agency. The Committee also includes representatives from MDOT and FHWA.

Special Meetings, Workshops, and Public Meetings

Much of the MPO's business can be conducted at regularly scheduled meetings. At times during the long-range transportation planning process, the development of a Transportation Improvement Program (TIP), or corridor study development, WMSRDC staff will call special meetings, workshops, or public meetings as written in the 2035 WestPlan Long Range Transportation Plan Participation Plan, the Transportation Improvement Plan (TIP) Participation Plan, and the Corridor Study Participation Plan. All interested parties are given a 30-day comment period to review these and similar plans before adoption by the MPO.

The TIP and the LRTP are developed in a cooperative effort between federal, state, and local officials and serves as a link in the transportation planning process. The primary purpose of these documents is to identify transportation programs and projects to be funded with federal aid in accordance with federal law and regulations. This TIP is an outline of the transportation needs of Muskegon and Northern Ottawa County for the next four years while the LRTP outlines the needs for the next two decades.

- **Special Meetings:** Special meetings are occasionally called by WMSRDC staff in order to cover an important subject, such as air quality, or to obtain MPO support for a specific action. For example, a special meeting would be called to present and discuss recommendations of a corridor study. Please refer to the WestPlan Long Range Transportation Plan (LRTP) Participation Plan in Appendix A for details regarding the development of the LRTP. Please refer to the WestPlan Transportation Improvement Plan (TIP) Participation Plan in Appendix B for details regarding the development of the TIP. Please refer to the WestPlan Corridor Study Participation Plan in Appendix C for details regarding corridor studies.
- **Public Workshops:** Public workshops or regional forums, as they have been called in the past, are also convened at times to get input from and disseminate information to local government staff, elected officials, special interest groups, and private citizens. A good example of this is a workshop focussing on Muskegon County’s air quality designation. Please refer to the WestPlan Long Range Transportation Plan (LRTP) Participation Plan in Appendix A for details regarding the development of the LRTP. Please refer to the WestPlan Transportation Improvement Plan (TIP) Participation Plan in Appendix B for details regarding the development of the TIP. Please refer to the WestPlan Corridor Study Participation Plan in Appendix C for details regarding corridor studies.
- **Public Meetings:** Public meetings must be called when public documents such as TIP, Air Quality conformity, and the LRTP are adopted by WMSRDC. Public meetings are generally held in conjunction with Technical Committee meetings. These meetings are advertised in the Muskegon Chronicle and notices are posted at the WMSRDC office, local government offices, and libraries following the information release procedure detailed in a previous section. Please refer to the WestPlan Long Range Transportation Plan (LRTP) Participation Plan in Appendix A for details regarding the development of the LRTP. Please refer to the WestPlan Transportation Improvement Plan (TIP) Participation Plan in Appendix B for details regarding the development of the TIP. Please refer to the WestPlan Corridor Study Participation Plan in Appendix C for details regarding corridor studies.

Public involvement for the 2035 LRTP is based on the public involvement plan for the West Michigan Metropolitan Planning Program (WestPlan). WestPlan considers public involvement, early in the LRTP planning process, essential in order to fully assess all the social, economic, energy, and environmental impacts of transportation decisions. The goals of the LRTP’s public involvement strategy are:

- Informed and involved citizens have reasonable access to the LRTP decision-making process.
- A LRTP planning approach that is proactive and open to participation by all, especially those persons and groups that have been traditionally under served by the transportation system.
- A LRTP planning process that not only encourages broad public participation, but also considers and responds to public input.

Public Involvement Mechanisms

WestPlan committees and the West Michigan Shoreline Regional Development Commission (WMSRDC) communicated the LRTP process with interested groups and residents within Muskegon County and northern Ottawa County through a variety of mechanisms.

- **Press Releases:** A press release is written by WMSRDC announcing each meeting of a WestPlan Technical and Policy Committee. Also, an additional press release was written by WMSRDC staff, specifically announcing the public involvement timeframe for the LRTP planning process. These press releases are distributed to the Muskegon Chronicle, the Grand Haven Tribune, all other local newspapers, and all local television and radio stations. The extent to which these are reported has not been fully monitored, but follow up response from reporters indicates that this is an effective method of distributing information to the public. In addition, several requests to review the LRTP were made by the public who were informed of the planning process in a local newspaper.
- **Information Releases:** An information release is written by WMSRDC announcing each meeting of a WestPlan Technical and Policy Committee. Also, an additional information release was written by WMSRDC staff, specifically announcing the public involvement opportunities and timeframe for the LRTP planning process. These information releases are distributed to all local governments and local libraries along with a request that the releases be posted at a public place in the receiving location. The extent to which these are posted is monitored through local contacts and onsite visits.
- **Commission Communications Newsletter:** An article explaining the LRTP planning process and public involvement opportunities was included in the April 2007 issue of the WMSRDC newsletter. The newsletter has a circulation of nearly five hundred including local government staff, local elected officials, special interest groups, and other organizations. The mailing list remains open and the public participation process continues to solicit additional interested groups and individuals.
- **Internet Web Page:** An overall summary of transportation plans, including the LRTP planning process, and programs is listed on the WMSRDC website at www.wmsrdc.org. Interested parties may also find contact information and directions to the WMSRDC office on the website.
- **WMSRDC Annual Report:** The WMSRDC annual report is a broad spectrum way of informing the general public about MPO activities, including the LRTP planning process. The annual report is published at the beginning of each calendar year and is distributed to the same mailing list as the Commission Communications newsletter. As with the newsletter, the mailing list remains open and the public participation process continues to solicit additional interested groups and individuals.

During the 2035 LRTP development for the WestPlan, the following public involvement opportunities were incorporated into the process:

- September 7, 2006 - WestPlan Technical Committee Meeting was held at the WMSRDC offices. Chairperson Mulnix opened the meeting with a public involvement opportunity,

and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.

- October 5, 2006 - WestPlan Technical Committee Meeting was held at the WMSRDC offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- November 2, 2006 - WestPlan Technical Committee Meeting was held at the Ottawa County Road Commission offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- November 8, 2006 - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Wilkins opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- January 4, 2007- WestPlan Technical Committee Meeting was held at the MATS offices. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- January 10, 2007 - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- February 8, 2007- WestPlan Technical Committee Meeting was held at the City of Norton Shores City Hall. Chairperson Mulnix opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- February 28, 2007 - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources.

- March 15, 2007 – Two Public Involvement Meetings were held at WMSRDC offices: one at 10:00 a.m. and one at 4:00 p.m. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- April 25, 2007 - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources. The Policy Committee voted to release the 2035 Long Range Plan and 2008-2011 TIP for Public Comment during the month of May.
- May 14, 2007 – Two Public Involvement Meetings were held at WMSRDC offices: one at 10:00 a.m. and one at 4:00 p.m. The meeting notice was also sent all local libraries, all local governments, and all local media sources.
- June 20, 2007 - WestPlan Policy Committee Meeting was held at WMSRDC offices. Chairperson Young opened the meeting with a public involvement opportunity, and closed the meeting with a public involvement opportunity. No public was present, and no comments were received. The meeting notice was also sent all local libraries, all local governments, and all local media sources. The Policy Committee voted to approve the 2035 Long Range Plan and the 2008-2011 TIP.

Conclusion

These actions ensure maximum participation in the WestPlan planning process. They also serve to open other facets of the MPO planning activities to all interested parties for review. This increased access for local citizens to transportation planning will help to cement a customer orientation within the planning and program development effort. This will be helpful for the continuous improvement of WestPlan plans and programs to serve the Muskegon County and northern Ottawa County MPO. As with most plans and documents, the WestPlan Participation Plan will be updated when deemed necessary by WMSRDC and the WestPlan Policy Committee.

2035 Long Range Transportation Plan Participation Plan

Task	Date(s)	Method
Kickoff Process	March-May 2006	Distribute news and information release regarding the beginning of this activity notifying stakeholders of how they can get involved.
Public Involvement Process and 2035 Long Range Transportation Plan Participation Plan Public Comment Period	March-May 2006	Make plan available for public comment. Review comments and revise as necessary.
WestPlan stakeholder list review and update	March-May 2006	Review and update stakeholder mailing list as necessary.
Review environmental mitigation and justice analysis area	May-June 2006	Meet with staff from social service agencies to confirm accuracy of environmental justice area. Update as necessary. Discuss strategies for gaining input from their constituencies.
Consultation with other agencies/organizations impacted by transportation plan	July-August 2006	Consult with federal, state, and local agencies and officials responsible for other planning activities affected by transportation. This may include, but is not limited to, agencies responsible for economic growth, environmental protection, airport operation, freight movement, natural resources, and historic preservation.
Review Long Range Transportation Plan future deficiencies	September 2006	If necessary, a select “package” of network solutions will be developed once transportation system deficiencies and potential solutions to those deficiencies have been selected and tested. At a WestPlan Technical Committee Meeting this package of network solutions will be presented for public comment.
Air quality conformity public comment period	October-November 2006	Public comment on air quality analysis
Long Range Plan Public Meeting	December 2006	This is the formal public meeting on the draft LRTP. Press releases and newsletter articles will be distributed regarding this meeting.
Posting on the West Michigan Shoreline Regional Development Commission website	Throughout entire process	As the plan is being developed, various documents will be posted on the WMSRDC website. These posting will also invite the public to comment on what they see.

Input at WestPlan Policy and Technical Committee Meetings	Throughout entire process	All WestPlan regularly scheduled Technical and Policy Committee meetings have time reserved for public comment.
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2008-2011 Transportation Improvement Plan Participation Plan

Task	Date(s)	Method
Kickoff Process	March-May 2006	Distribute news and information release regarding the beginning of this activity notifying stakeholders of how they can get involved.
WestPlan Participation and Consultation Plan Public Review Period	March-May 2006	Make plan available for public comment. Review comments and revise as necessary.
WestPlan stakeholder list review and update	October-November 2006	Review and update stakeholder mailing list as necessary.
Consultation with other agencies/organizations impacted by the TIP and select and review TIP projects	Dec 2006-Jan 2007	Consult with federal, state, and local agencies and officials responsible for other planning activities affected by transportation. This may include, but is not limited to, agencies responsible for economic growth, environmental protection, airport operation, freight movement, natural resources, and historic preservation.
Review environmental mitigation and justice analysis area and air quality conformity	Feb-March 2007	Meet with staff from social service agencies to confirm accuracy of environmental justice area. Update as necessary. Discuss strategies for gaining input from their constituencies.
Air quality conformity public comment period	April 2007	Public comment on air quality analysis
TIP Public Meeting	May-June 2007	This is the formal public meeting on the draft TIP. Press releases and newsletter articles will be distributed regarding this meeting.
Posting on the West Michigan Shoreline Regional Development Commission website	Throughout entire process	As the plan is being developed, various documents will be posted on the WMSRDC website. These posting will also invite the public to comment on what they see.
Input at WestPlan Policy and Technical Committee Meetings	Throughout entire process	All WestPlan regularly scheduled Technical and Policy Committee meetings have time reserved for public comment.

WestPlan Corridor Study Participation Plan

Task	Date(s)	Method
Kickoff Process	Beginning	Distribute news and information release regarding the beginning of this activity notifying stakeholders of how they can get involved.
Study Advisory Committee Formation	Beginning	Formulate a study advisory committee consisting of interested and/or affected parties.
Corridor Study stakeholder list review and update	Beginning	Review and update stakeholder mailing list as necessary.
Consultation with other agencies/organizations impacted by the Corridor Study	Throughout entire process	Consult with federal, state, and local agencies and officials responsible for other planning activities affected by the corridor study. This may include, but is not limited to, agencies responsible for economic growth, environmental protection, airport operation, freight movement, natural resources, and historic preservation.
Corridor Study Public Meeting	End	This is the formal public meeting on the draft Corridor Study. Press releases and newsletter articles will be distributed regarding this meeting. Comments will be incorporated into the final document.
Posting on the West Michigan Shoreline Regional Development Commission website	Throughout entire process	As the plan is being developed, various documents will be posted on the WMSRDC website. These posting will also invite the public to comment on what they see.
Input at Corridor Study Advisory Committee Meeting	Throughout entire process	All meetings have time reserved for public comment.

Public Comments

Public comments were received from May 4-June 3, 2007 for both the 2035 LRTP and the 2008-2011 TIP. No Comments were received regarding the 2008-2011 TIP.

Notification of Stakeholders

The notice on the following page was sent to all identified transportation stakeholders. In addition, project lists and maps were sent to the stakeholders. Stakeholders were invited to review the 2008-2011 TIP on WMSRDC's website and submit any suggestions.

Local Governments and Libraries - Please post on public information boards

FOR IMMEDIATE RELEASE

Date:

Contact: Amy Haack, Program Manager
231-722-7878 Ext. 19

Public Comment Sought on Transportation Plans

Muskegon, MI—

The West Michigan Metropolitan Transportation Planning Program (WestPlan), which is responsible for metropolitan transportation planning in Muskegon and northern Ottawa Counties, is seeking public comment on the 2035 Long Range Transportation Plan (LRTP) and the 2008-2011 Transportation Improvement Program (TIP). This plan is an outline of the transportation needs of Muskegon and northern Ottawa Counties for the next two decades.

The public comment period begins on May 4, 2007 and concludes on June 3, 2007. Two public meetings to gather input and review the documents will be on May 14, 2007. The first meeting will be held at 10:00 a.m. and the second meeting will be held at 4:00 p.m. Both meetings will take place at the office of the West Michigan Shoreline Regional Development Commission (WMSRDC), 316 Morris Avenue, Suite 340, Muskegon Michigan.

Please direct comments and inquiries to view the plan to Brian Mulnix, Senior Planner, WMSRDC, 316 Morris Avenue, Suite 340, P.O. Box 387, Muskegon Michigan 49443-0387, (231) 722-7878 ext. 20, or by email at bmulnix@wmsrdc.org. The plan is also available for viewing from the WMSRDC website at www.wmsrdc.org.

* * *

APPENDIX H: GUIDELINES FOR PROJECT SELECTION ACTIONS AND ADMINISTRATIVE ADJUSTMENTS

07/02/99

Guidelines for Project Selection Actions, Administrative Adjustments, and TIP Amendments in the Muskegon Area

Project Selection Actions

Federal law (Title 23 Section 450.332) sets forth the requirements for Metropolitan Planning Organizations (MPO's) regarding the selection of projects for implementation from the Transportation Improvement Program (TIP). In MPO areas with a population less than 200,000, projects to be implemented are selected by the State and/or the transit operator, in cooperation with the MPO from the approved metropolitan TIP.

This section of federal law goes on to state that,

Once a TIP... has been developed and approved, the first year of the TIP shall constitute an "agreed to" list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with projects...If the State or transit operator wishes to proceed with a project in the second or third year of the TIP, ...specific project selection procedures.. must be used unless the MPO, State, and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP.

In order to maintain flexibility and expediency in advancing projects from the approved Transportation Improvement Program for the Muskegon area, the following process will be used for advancing projects in the Transportation Improvement Program of the West Michigan Shoreline Regional Development Commission, Metropolitan Planning Organization for the Muskegon urbanized area.

For the purpose of project selection and advancement in the Muskegon area, the project selection process shall consider all state and local projects in the current fiscal year of the approved Transportation Improvement Program as being approved for obligation. Projects contained in a future fiscal year may be advanced by MPO staff with approval of the Policy Committee Chairperson (or Vice-Chairperson in the absence of the Chair), in consultation with the Technical Committee Chairperson, the Executive Director of the West Michigan Shoreline Regional Development Commission, and an appropriate representative of the agency with jurisdiction over the project. Projects which are not ready to be obligated in the year designated may be rescheduled to a later year by the same approval method.

Such project selection actions shall not constitute a formal amendment to the Transportation Improvement Program, and shall not require formal amendment action, unless other conditions require an amendment. The results of project selection decisions shall be made known to the MPO Committees at their next

scheduled meeting, and shall be incorporated into the Transportation Improvement Program document at the next available update opportunity.

Administrative Adjustments

Administrative adjustments are occasionally needed to maintain an accurate and up-to-date TIP document. It shall be the policy of the West Michigan Shoreline Regional Development Commission to allow administrative adjustments to be authorized by the Executive Director.

Administrative adjustments under this authorization include the following activities:

- Correction of typographical errors in the TIP document
- A change in project scope or limits that does not affect air quality or other TIP project funding
- A change in non-federal project cost
- A 20% or less change in federal project cost in funding categories where project cost increases do not directly affect other local projects.
- A change in funding from one federal category to another, so long as the level of funding remains similar and the change in categories does not directly affect another TIP project.

Administrative adjustments such as these shall not constitute a formal amendment to the Transportation Improvement Program, and shall not require formal amendment action unless required by federal guidelines for other reasons. The results of administrative adjustments shall be made known to the MPO Committees at their next scheduled meeting, and shall be incorporated into the Transportation Improvement Program document at the next available update opportunity.

TIP Amendments

Several types of changes require a formal amendment to the Transportation Improvement Program. The following are intended to address some specific instances that may require an amendment, but is not an all-inclusive list of reasons to amend the TIP. In the event that a programming change is needed that is not covered above under project selection actions or administrative adjustments, it will likely require a formal TIP amendment.

- When a new project is introduced into the TIP from outside the three-year scope of the current TIP
- When the purpose, scope, limits, or cost of a project in the TIP changes significantly. In addition to other factors, a change shall be considered significant if it directly affects other projects, increases federal cost by more than 20%, affects air quality, or changes a verbal agreement that was held by MPO committees regarding a project.
- When a project's cost, as shown in the TIP, increases and a greater than 20% increase in federal funding is sought to cover the additional expense.
- When funding appropriated to the area for a funding category is significantly

less than the amount programmed based on revenue estimates for that category

All applicable requirements for amending a Transportation Improvement Program will be met as an amendment is processed, including the provision of an opportunity for public involvement.

APPENDIX I – LIST OF TRANSPORTATION STAKEHOLDERS

FRUITPORT DISTRICT LIBRARY
47 W PARK
FRUITPORT MI 49415

DIRECTOR
HACKLEY PUBLIC LIBRARY
316 WEST WEBSTER AV.
MUSKEGON MI 49440

GRAND HAVEN COMMUNITY CENTER
519 WASHINGTON AVENUE
GRAND HAVEN MI 49417

NEWS DIRECTOR
WM KG-TV40
4237 AIRLINE RD
MUSKEGON MI 49444

MUSKEGON HEIGHTS LIBRARY
2808 SANFORD
MUSKEGON HEIGHTS MI 49444

DIRECTOR
MUSKEGON AREA DISTRICT LIBRARY
4845 AIRLINE ROAD UNIT 5
MUSKEGON MI 49444--4503

EDITOR
WHITE LAKE BEACON, INC.
PO BOX 96
WHITEHALL MI 49461

EGELSTON TOWNSHIP LIBRARY
5428 E APPLE
MUSKEGON MI 49442

NORTON SHORES BRANCH LIBRARY
705 SEMINOLE RD
MUSKEGON MI 49441

NORTON LAKESHORE EXAMINER
PO BOX 0357
MUSKEGON MI 49443-0357

GRAND HAVEN TRIBUNE
101 N THIRD
GRAND HAVEN MI 49417

ON THE SHORE
LIBRARY
2632 PECK ST
MUSKEGON HEIGHTS MI 49444

GRAND HAVEN-SPRING LAKE VISITOR BUREAU
ONE S HARBOR DR
GRAND HAVEN MI 49417

MICHIGAN DEPARTMENT OF AGRICULTURE
PO BOX 30017
LANSING MI 48909

MICHIGAN DEPARTMENT OF COMMUNITY HEALTH
201 TOWNSEND ST
LANSING MI 48913

PUBLISHER
RAVENNA INDEPENDENT NEWS
500 S. RAVENNA RD.
RAVENNA MI 49451

NEWS DIRECTOR
WBLV -C/O BLUE LAKE FINE ARTS CAMP
RT#2
TWIN LAKE MI 49457

PROGRAM DIRECTOR
WMUS
3565 GREEN ST
MUSKEGON MI 49444

PROGRAM DIRECTOR
WM RR
3565 GREEN ST
MUSKEGON MI 49444

MONTAGUE CITY LIBRARY
8778 FERRY
MONTAGUE MI 49437

RAVENNA LIBRARY
12278 STAFFORD
RAVENNA MI 49451

DALTON TOWNSHIP/TWIN LAKE LIBRARY
3175 FIFTH ST
TWIN LAKE MI 49457

HOLTON TOWNSHIP LIBRARY
PO BOX 98
HOLTON MI 49425

WSHZ
3565 GREEN ST
MUSKEGON MI 49444

FRUITPORT AREA NEWS
400 N 3RD ST
FRUITPORT MI 49415

SPRING LAKE DISTRICT LIBRARY
123 E EXCHANGE STREET
SPRING LAKE MI 49456

NORTH MUSKEGON, WALKER MEMORIAL
1522 RUDDIMAN
NORTH MUSKEGON MI 49445

USGS-LANSING DISTRICT OFFICE
6520 MERCANTILE WAY STE
LANSING MI 48911

MI HAL OFFICE OF STATE ARCHAEOLOGIST
PO BOX 30740
LANSING MI 48909-8240

USDA-MICHIGAN STATE OFFICE
2001 COOLIDGE ROAD
EAST LANSING MI 38823-6249

NATIONAL TRUST FOR HISTORIC PRESERVATION
REG 5
1785 MASSACHUSETTS AV NW
WASHINGTON DC 20036

MICHIGAN ECONOMIC DEVELOPMENT CORP

300 N WASHINGTON SQ
LANSING MI

HEALTH DEPARTMENT
12251 JAMES ST
HOLLAND MI 49424

COMMUNITY ACTION AGENCY
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16446 COMSTOCK
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MUSKEGON MI 49443

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CONSUMERS ENERGY
2021 HOYT ST
MUSKEGON MI 49444

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4814 HENRY ST
NORTON SHORES MI 49441

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519 WASHINGTON AVE
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DAVE BOEHM MANAGER
CITY OF ROOSEVELT PARK
900 OAKRIDGE ROAD
MUSKEGON MI 49441

GREGORY BOUGHTON SUPERVISOR
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5572 SOUTH SHORE DR
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ECONOMIC DEV.
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PO BOX 536
MUSKEGON MI 49443-0536

BILL CARGO

MUSKEGON CHRONICLE
PO BOX 59
MUSKEGON MI 49443

ELDON CLOUGH SUPERVISOR
CASNOVIA TOWNSHIP
811 CANADA ROAD
BAILEY MI 49303

MICHAEL L. COCKERILL SUPERVISOR
DESIGN LIBRARY
WHITE RIVER TOWNSHIP
7386 POST RD
MONTAGUE MI 49437

RON COOPER SUPERVISOR
FRUITPORT TOWNSHIP
6543 AIRLINE ROAD
FRUITPORT MI 49415

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2735 W GILES RD
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MOORLAND TOWNSHIP
12416 E APPLE AVE
RAVENNA MI 49451

BARBARA LEEUW LIBRARY SERIALS
GRAND VALLEY STATE UNIVERSITY
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ALLENDALE MI 49401

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TWIN LAKE MI 49457

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8008 OLD CHANNEL TRAIL
MONTAGUE MI 49437

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