

# **DRAFT AIR CONFORMITY ANALYSIS REPORT**

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**Public Comment Open Until  
February 27, 2019**



**TRI-COUNTY**  
regional planning commission

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

To make a public comment on the projects detailed in the project list as they pertain to Air Conformity, please contact Andrea Strach, Transportation Program Implementation Manager, at [astrach@mitcrpc.org](mailto:astrach@mitcrpc.org) or 517-393-0342 x 29, or complete a public comment form at [www.mitcrpc.org/public-comment](http://www.mitcrpc.org/public-comment).



# **Draft for Public Comment**

## **Air Quality Conformity Analysis for Lansing – East Lansing, MI Conformity Area January 22, 2019**

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## Table of Contents

1.0 Conformity .....	4
1.1 Introduction .....	4
1.2 Conformity Area and Conformity .....	4
1.3 Conformity Finding.....	4
1.4 Results of Conformity Analysis .....	5
2.0 Background and Attainment Status .....	5
2.1 Background .....	5
2.2 Attainment Status .....	6
2.3 SIP Budgets.....	6
3.0 Interagency Consultation .....	7
4.0 Public Participation.....	7
5.0 Modeled Project in Conformity Analysis.....	7
6.0 Transportation Modeling.....	7
6.1 Travel Demand Forecasting Model.....	7
6.1.2 Tri-County Regional Model .....	7
6.1.3 Coding Travel Demand Model Links for NFC by Urban and Rural .....	8
6.1.4 Highway Performance Monitoring System (HPMS) .....	8
6.2 Analysis Years.....	8
7.0 Latest Planning Assumptions.....	9
7.1 Demographic Data .....	9
7.2 Vehicle Miles of Travel .....	9
7.3 Vehicle Hours of Travel .....	10
7.4 Transportation Control Measures .....	11
8.0 Emission Modeling.....	11
8.1 MOVES Specifications .....	11
8.2 Road Type Distribution .....	11
8.3 Average Speed .....	11
8.4 Ramp Fraction .....	11
8.5 Average Weekday VMT to Annual VMT .....	11
8.6 Vehicle Population .....	11

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8.7 Vehicle Age Distribution.....	12
8.8 Other Local Data .....	12
9.0 Conclusion .....	12
Appendix A: Meeting Summary of the Interagency Workgroups.....	14
Appendix B: Public Comments and Responses .....	35
Appendix C: Projects Included in Conformity Analysis .....	36

#### **List of Tables:**

Table 1: Results of 1997 Ozone Standard Conformity Analysis...	5
Table 2: Base and Future Year Population and Employment by Travel Demand Model.....	9
Table 3: Vehicle Miles of Travel and Growth Rate by County.....	10
Table 4: Vehicle Hours of Travel by County .....	11
Table 5: MOVES Source Types from SOS Body Style, Plate Type, and Company Code .....	13

## 1.0 Conformity

### 1.1 Introduction

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

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

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

### 1.2 Conformity Area and Conformity

The conformity area consists of the three counties of Ingham, Eaton and Clinton. The conformity area is covered by Tri-County Region Planning Commission (MPO).

Findings of the transportation conformity analysis are for projects contained within the:

- Tri-County Region 2040 LRTP and
- Tri-County Region 2017-20 TIP.

### 1.3 Conformity Finding

The staff of the Tri-County Region Planning Commission (TCRPC) finds that the LRTPs and TIP conform to the SIP for the 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document is subject to a public comment period of Feb. 5 - 27, 2019. Comments received will be recognized, considered, and a response provided.

The MPO policy committee will make a formal conformity determination through a resolution at the MPO Policy Committee on Feb. 27, 2019.

## 1.4 Results of Conformity Analysis

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

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

Analysis Year	Emissions (tons/day)	
	VOC	NOx
SIP Budget	28.32	53.07
2020	5.07	7.19
2030	2.88	3.07
2040	2.25	2.17

## 2.0 Background and Attainment Status

### 2.1 Background

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

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

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

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

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted but created when NO<sub>x</sub> and VOC react with sunlight.

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

## 2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). The three counties of Eaton, Clinton, and Ingham were designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment/maintenance, approving and finding adequate MVEBs for VOC and NO<sub>x</sub> for the year 2018. Placing the area into maintenance, this requires conformity emission to be compared to the motor vehicle emission budgets contained in the SIP, referred to as SIP budgets.

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

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

On Jan. 16, 2018, the EPA designated all three counties, Eaton, Clinton, and Ingham, attainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

On April 23, 2018, the FHWA, complying with the court's decision in *South Coast Air Quality Management District v. EPA*, started requiring areas in the country that were maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard to conduct conformity. Later, this was amended to give MPOs until Feb. 16, 2019, to make conformity determinations.

## 2.3 SIP Budgets

The Lansing – East Lansing conformity area has existing maintenance budgets from the 1997 ozone standard maintenance SIP. Regulations require use of these budgets to test against for the ozone standard. Emission generated must be equal to or less than the SIP budgets, also referred to as the MVEB. MVEB is the portion of the total allowable emissions allocated to highway and transit



vehicle use in the maintenance or nonattainment area. By showing emissions are below the MVEB, the LRTPs and TIP are conforming to the SIP.

### 3.0 Interagency Consultation

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

An initial MITC-IAWG was held on Nov. 2, 2018, with a meeting to review projects held Dec. 17, 2018; individuals attended in person or by conference call. Summaries of the meetings and all interagency consultation correspondence related to this conformity is in Appendix A. Copies of this conformity analysis were sent to each MITC-IAWG member to review and comment.

### 4.0 Public Participation

The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPOs make a determination.

A formal public comment period for the draft Air Quality Conformity Analysis will be held from Feb. 5 - 27, 2019. Public comments received and responses to those comments will be in Appendix B.

### 5.0 Modeled Project in Conformity Analysis

All projects in the LRTPs, TIP, and amendments were evaluated for inclusion in the analysis. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a complete list of the projects evaluated for, and included, in this analysis.

### 6.0 Transportation Modeling

#### 6.1 Travel Demand Forecasting Model

Nonattainment areas are established independent of MPO boundaries. The conformity area is covered by the tri-county regional travel demand model. The latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), and speeds. Detailed documentation on the model is contained in separate documents available upon request.

##### 6.1.2 Tri-County Regional Model

The tri-county travel demand model (TDM) covers three counties around the city of Lansing, Michigan: Clinton County, Eaton County, Ingham County, and a small part of Shiawassee County. Only the part of the model for Clinton, Eaton, Ingham counties was used in this analysis. The TDM has a base year of 2010 and horizon year of 2045; however, the LRTP horizon year is 2040. The model

is used to evaluate a variety of transportation scenarios in the tri-county region, including prediction of future travel conditions, impact of future projects on the transportation network, identifying future transportation needs for the long-range transportation plan, and air quality conformity analysis of VMT, VHT and speed outputs.

The model network includes 2,136 miles of roadway links (excluding centroid connectors) and contains 1,139 traffic analysis zones (TAZs). The tri-county TDM is a conventional four-step model, implemented entirely in TransCAD and uses Caliper's standard model interface. The sequential four steps in the traditional TDM include trip generation, trip distribution, mode choice, and trip assignment. The tri-county model also uses a feedback loop between trip distribution and trip assignment to ensure the use of congested travel time in the trip distribution process. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census was the source of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast data.

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

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

#### 6.1.4 Highway Performance Monitoring System (HPMS)

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

### 6.2 Analysis Years

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

Analysis Year	Reason
2020	Interim year (so analysis years not more than 10 years apart)
2030	Interim year (so analysis years not more than 10 years apart)
2040	Last year of long-range transportation plan

## 7.0 Latest Planning Assumptions

### 7.1 Demographic Data

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

**Table 2: Base and Future Year Population and Employment by Travel Demand Model**

County	Population		Employment	
	2010	2040	2010	2040
Eaton County	107,759	114,283	43,222	46,858
Clinton County	75,382	79,102	29,795	32,257
Ingham County	280,895	310,781	195,860	229,443

### 7.2 Vehicle Miles of Travel

Vehicle miles of travel (VMT) is one measure of the travel. Current and future levels of travel and growth rates are provided in Table 3.

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

	Analysis year			
Eaton County	Base Year 2010	2020	2030	2040
VTM	3,184,373	3,059,195	3,061,320	3,525,532
Growth Rate	1.000	0.961	0.961	1.107
	Analysis year			
Clinton County	Base Year 2010	2020	2030	2040
VTM	2,900,503	2,505,247	2,505,208	3,328,153
Growth Rate	1.000	0.864	0.864	1.147
	Analysis year			
Ingham County	Base Year 2010	2020	2030	2040
VTM	5,982,572	6,091,982	6,088,337	6,691,443
Growth Rate	1.000	1.018	1.018	1.118

### 7.3 Vehicle Hours of Travel

Vehicle hours of travel (VHT) is an indicator of congestion. Current and future levels are provided in Table 4.

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

	Analysis year			
Eaton County	Base Year 2010	2020	2030	2040
VHT	63,774	63,703	63,739	71,798
	Analysis year			
Clinton County	Base Year 2010	2020	2030	2040
VHT	52,769	47,493	47,495	61,672
	Analysis year			
Ingham County	Base Year 2010	2020	2030	2040
VHT	129,748	136,389	136,328	147,417

## 7.4 Transportation Control Measures

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

## 8.0 Emission Modeling

### 8.1 MOVES Specifications

The EPA's MOVES version MOVES2014b was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating a summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

### 8.2 Road Type Distribution

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

### 8.3 Average Speed

Speed distributions are created using a method developed by EPA for taking a single average speed and creating a distribution. The method generates an average speed fraction by MOVES road type, by day, by hour, and speed bin from speeds generated by the travel demand forecasting models. The same distribution is used for each vehicle type.

### 8.4 Ramp Fraction

The default VHT ramp fraction of 8 percent was used.

### 8.5 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's AADVT Converter-Tool MOVES 2014 was used to convert annual average daily VMT to annual VMT, monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

### 8.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database of 2012. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine intercity bus, refuse truck, single-unit truck, and combination truck categories.



The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with plate type and company code is used to obtain MOVES vehicle types.

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

### 8.7 Vehicle Age Distribution

MOVES require vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database of 2012 was the source of vehicle ages. Vehicle are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2012 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-plus group. The SOS database is sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited numbers. Base year age distribution fractions were used for all future years.

### 8.8 Other Local Data

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

## 9.0 Conclusion

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

The conformity analysis described here and conducted by MDOT, with support of the Tri-County Region Planning Commission, concludes that the Tri-County 2040 LRTP and 2017-20 TIP, meet all applicable requirements for conformity for the 1997 ozone standard; thus, it is recommended for approval by FHWA.

**Table 5: MOVES Source Types from SOS Body Style, Plate Type, and Company Code**

MOVES Source Type	SOS Body Style, Plate Type, and Company Code
11 – Motorcycles	Motorcycles
21 – Passenger Cars	Two-Door Four-Door Convertible Roadster Low-Speed
31 – Passenger Trucks	Station Wagon Pickup Van Hearse with Plate Type, Personal Ambulance with Plate Type, Personal Panel Van with Plate Type, Personal
32 – Light Commercial Trucks	Pickup Commercial or Company Van Commercial or Company Hearse Commercial or Company Ambulance Commercial or Company Panel Van Commercial or Company Utility Truck Wrecker
40 – Buses (MOVES: 41*, 42, 43)	Bus; Supplemented with Other Data Sources
50 – Single-Unit Trucks* (MOVES: 51, 52, 53)	Dump Truck Mixer Truck Stake Truck Motorhome Tractor Trailer Tanker
54 – Motorhomes	
60 – Combination Trucks* (MOVES: 61, 62)	

\* The EPA default age distribution is applied to calculate individual MOVES Source Type categories.

## Appendix A: Meeting Summary of the Interagency Workgroups

### Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Lansing - East Lansing Conformity Area

10 a.m. - Noon (EDT), Friday, Nov. 2, 2018

TPS Third floor, Van Wagoner Transportation Building, Lansing, MI

Conference number and web link information provided in e-mail

#### **Name**

#### **Agency**

##### **In attendance:**

Andy Pickard	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environmental Quality (MDEQ)
Kaitlyn Leffert	MDEQ
Michael Leslie	US Environmental Protection Agency (EPA)
Jim Snell	Lansing MPO
Andrea Strach	Lansing MPO
Paul Dionne	Lansing MPO
Steve Stepek	Kalamazoo MPO
Donna Wittl	Michigan Department of Transportation (MDOT)
Jim Sturdevant	MDOT
Ryan Gladding	MDOT
Mike Davis	MDOT
Rob Maffeo	MDOT

##### **Absent:**

Susan Weber	Federal Transit Administration (FTA)
Kari Martin	MDOT

Attendance at the meeting was in-person or teleconferencing with web linking.

Materials distributed before the meeting:

- 1) Agenda
- 2) Exempt Project Excerpt from EPA Transportation Conformity Regulations – April 2012
- 3) 2016 Memorandum of Agreement Regarding Determination of Conformity of Transportation Plans, Programs, and Projects to State Implementation Plans
- 4) PM Hot-spot Analyses: FAQs
- 5) Link to information on Road Diets (agenda topic): [https://safety.fhwa.dot.gov/road\\_diets/](https://safety.fhwa.dot.gov/road_diets/)

6) Link to conformity training:

[https://www.fhwa.dot.gov/Environment/air\\_quality/conformity/training/sdtrain.cfm](https://www.fhwa.dot.gov/Environment/air_quality/conformity/training/sdtrain.cfm)

The interagency work group meeting was facilitated by slides. The slides are provided with a summary of discussion related to slide below it. Some slides had no discussion.

Michigan Transportation Conformity Interagency Workgroup  
Lansing – E. Lansing Conformity Area

November 2, 2018

Participants Introduction: Name and Agency

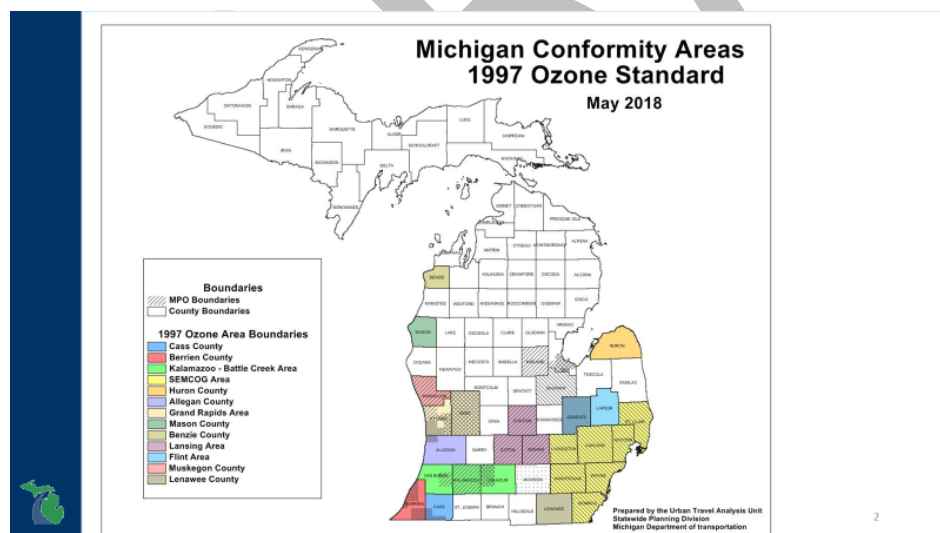
**Regional** Transportation conformity is required under CAA to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the air quality state implementation plan (SIP).

Interagency Workgroup:

- A **collaborative** process between agencies and organizations to decide and **reach agreement** on key elements of the **conformity** process
- Provides a forum for decision making
- Required by the Conformity Rule

1

It was emphasized this is a collaborative process and the group was encouraged to ask questions and have a discussion. It was stated that the group was there to discuss the rules (maybe establish a few) and to evaluate the road projects in the LRTPs and TIPs to ensure emissions from on-road travel are consistent with the goals of the SIP. The question was asked whether or not an MPO's boundary going into Shiawassee County would affect the conformity area. The answer was no.



The Lansing – East Lansing conformity area for the 1997 ozone standard is comprised of three counties: Ingham, Eaton and Clinton.

## Brief History of Conformity For Area :

- 2004 Designated nonattainment for 1997 ozone standard
- 2007 Re-designated attainment/maintenance for 1997 ozone standard
- 2012 Designated attainment for 2008 ozone standard – entire state
- 2013 EPA partially revoked the 1997 ozone standard; maintenance areas not required to do transportation conformity
- 2015 EPA completely revoked 1997 ozone standard



3

## Brief History of Conformity for Areas cont. :

- 2018, April 23, Because of decision in the South Coast case FHWA/EPA requires former maintenance areas for the 1997 ozone standard to do conformity (Ended on September 17, 2018)
- 2018, Jan 16, Ingham, Eaton and Clinton Counties designated attainment for 2015 ozone standard.
- 2018, Sept 17, In South Coast case, court decided to give former 1997 ozone maintenance areas until Feb 16, 2019 to have a conformity determination on LRTP & TIP.



4


The wrong counties were listed on the slide shown at the meeting, but the corrected slide is presented here.

The group discussed the court's decisions. The status of the Lansing conformity area is attainment but must do conformity for the remainder of the maintenance period, which is 10 years, because of anti-backsliding requirements. The LRTP update cycle will stay five years. It was stated a conformity finding needs to be in place on Feb. 16, 2019; that means having an approval letter on the conformity analysis from FHWA by that date. The conformity analysis document will need to go to MPO policy committee in January. It was stated the policy committee does not meet in January. Further discussion will be needed to determine when the policy committee can make a resolution on the document. After a conformity is completed for the February 2109 date, we will then be doing another conformity analysis on the new TIP and new LRTP in 2019.



The group discussed what is being conformed. The LTRP, with all the projects from the TIP, are both conformed together as part of the same conformity analysis. This gives a base, so moving forward it can be determined if projects would change the conformity analysis, thus requiring a new analysis to be conducted. Any amendment after the conformity analysis list of projects is finalized will need to be reviewed by the IAWG.

The conformity process is not part of “performance measures.” The two are very different procedures. The CMAQ program does have some “performance measures” requirements.



**Michigan Transportation Conformity Interagency Workgroup  
(MITC-IAWG)**

**2016 MOA Regarding Determination of Conformity of  
Transportation Plans, Programs, and Projects to State  
Implementation Plans**

**Commonly known as the Transportation Conformity SIP**

- Defines the roles,
- responsibilities,
- and regulations,
- and participating agencies for the IAWG.

Has everyone received a copy?

5

Everyone indicated they had received a copy of the Transportation Conformity SIP Memorandum of Agreement (MOA). The question was asked why SEMCOG was the only MPO that signed. The answer was because SEMCOG was the only nonattainment or maintenance area at the time the document was signed. Since the Lansing TMA is in an area classified as “attainment,” they don’t have to sign the MOA. But these are the rules we use in Michigan for IAWGs. This provides for uniformity across the state, so all IAWGs are following the same format and rules. Most of the rules are included in the Transportation Conformity Rule, which will be referred to if needed. The Transportation Conformity SIP provides an easier way to understand the rules and process.

## Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

### Participating agencies:

For transportation conformity issues, the following agencies comprise the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG):

- United States Environmental Protection Agency (USEPA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Michigan Department of Environmental Quality (MDEQ)
- Michigan Department of Transportation (MDOT)
- Michigan Metropolitan Planning Organizations (MPOs) located in USEPA designated nonattainment and maintenance area with jurisdiction for LRTP



6

It was explained who the participating agencies are for transportation conformity issues. The following agencies comprise the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG): EPA, FHWA, FTA, MDEQ, MDOT, and MPO. Others can attend and usually do because they want to ensure projects are described correctly. It was asked if there was going to be a statewide IAWG. We discussed that the issue of road diets (a topic that would be talked about later in the meeting) will be discussed at the state level to have a consistent rule in the state to provide some stability in planning. However, each IAWG can set up their own rules if they don't conflict with the Conformity SIP.

## Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

- Defines the roles:
  - TMA responsible in MPO area for:
    - Travel demand model
    - Running emission model
  - MDOT in non-TMA areas responsible for:
    - Travel demand model
    - Running emission model
- Defines the responsibilities: lead agency for activities
- Defines the regulations:
  - How this is enforceable
  - Conflict resolution process



7

It was proposed to the MPO that, if they wanted, MDOT would run the emission model (MOVES) for conformity until Sept. 30, 2019, to assist the MPO in meeting the February 2019 deadline and getting through the new TIP development. Lansing said they would take MDOT's offer.

In Michigan, TMAs are generally responsible for running the travel demand model and emission model. The question was asked if MDOT would do it? It was stated that MDOT would run the emission model through Sept. 30, 2019. The TMA will provide the travel demand model inputs needed for MOVES and MDOT will run MOVES. MDOT will send to Lansing the format needed for the travel demand model output data.

## Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

The MITC-IAWG is a work group for transportation conformity issues :

- makes technical and policy decisions
- comprised of technical staff

One of the main functions of the IAWG is the evaluation of projects for conformity analysis

Conformity analysis is where projects are evaluated to determine if they will cause an exceedance of the NAAQS.

Transportation Planning tools subject to conformity:

- LRTP and amendments
- TIP and amendments
- projects



8

One of the main functions of the IAWG is to evaluate projects for the conformity analysis. The projects from the LRTP and TIP are evaluated for conformity. We are doing regional conformity – conformity must be determined every four years. Conformity must be determined before federal approval or acceptance of a project. Feb. 16, 2019, is the due date for areas to have completed a conformity analysis and start the four-year time clock for conformity.

## Conformity Applies to:

### Federal Projects:

- Projects receiving or proposed to get federal funds From Federal –Aid Highway program or Federal mass transit program
- or
- Require federal approval by either FHWA or FTA for any part of the project
  - approval could be a connection to an interstate or deviation from design standard

### Non-Federal Projects:

- If defined as “regionally significant for air quality”



9

Non-federal projects only need to be included in regional conformity if determined to be regionally significant for air quality.

### Air Quality Regionally Significant Projects:

To determine which non-federal projects need to be included in a conformity analysis regardless of funding source

Conformity regulation definition:

Transportation project on a facility which serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, transportation terminals) and

would normally be included in the travel demand model.

At a minimum includes principal arterials (national functional classification 1,2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.



10

The question was asked if this definition is the same as the one the MPOs were asked to submit to MDOT statewide planning staff. The answer was no, they are for completely different reasons.

Projects that are 100 percent state or local funded, and do not require any federal approval, are not required to be included in the conformity analysis unless determined to be regionally significant for air quality. The IAWG can make the definition more stringent but not less. Regionally significant air quality projects need to be modeled in a conformity analysis but won't trigger a conformity analysis. The group discussed whether or not a project by definition that's not air quality regionally significant could still be modeled in the conformity analysis. The answer was yes, and we will be talking about that later, including if a project can still be exempt but treated as nonexempt. A question was also raised asking how IAWG wants to define regionally significant for air quality. The group decided to make the decision at the next meeting.



## Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 2—Exempt Projects 93.126

### Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

11

All projects need to be evaluated to determine if they need to be included in a conformity analysis. The evaluation also determines if the project is exempt or nonexempt. If a project is classified as exempt, it does not need to be included in the conformity analysis. One of the main tasks of the IAWG is to determine if a project is exempt, thus the project does not need to be included in the conformity analysis. A question was asked where the authority came from that requires all federal projects to be reviewed by the IAWG, since this is not the process they remembered from the past. The answer is the Clean Air Act and the Conformity Rule. It was stated that it is good to have all projects reviewed by the IAWG in case the funding changes; for example, from local to federal.

The MPO stated local agencies might start to avoid using federal funds. This is a new process and will take some time to get used to but once the process is in place it will not take that much more time. It was stated that in SEMCOG the IAWG meetings to review projects only take five to 10 minutes and are conducted over the phone. SEMCOG labels the projects as exempt or nonexempt and the group discusses any that need more explanation. The list of projects is distributed to the IAWG a week before the conference call.

The Table 2 slide showed projects that have a minor or limited impact on air quality. It is important to understand why a project is exempt.

The group discussed adding a median as an exempt project. Mike Davis of the MDOT University Region offered to assist the MPO in making determinations on exempt and nonexempt status for projects because the region staff have been doing this with SEMCOG for a long time. It was mentioned that the MITC-IAWG for SEMCOG might have different rules than the MITC-IAWG for Lansing. How SEMCOG defines an air quality regionally significant project could be different than what this group decides. The process SEMCOG uses to conduct the IAWG is good. SEMCOG assumes the TIP amendment will contain

a nonexempt project and so time is built into the process to do a conformity analysis, as opposed to assuming all project will be exempt.

The question was asked why MDOT does a lot of resurfacing but doesn't program them as safety projects. That is fine, they are considered exempt from the conformity analysis because the conformity rules group these projects as safety. The projects do not have to be programed as safety projects.

## Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 2 continued —Exempt Projects 93.126

### Mass Transit

- Operating assistance to transit agencies.
- Purchase of support vehicles.
- Rehabilitation of transit vehicles.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

12

## Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 2 continued —Exempt Projects 93.126

### Air Quality

- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

### Other

- Specific activities which do not involve or lead directly to construction, such as:
  - Planning and technical studies.
  - Grants for training and research programs.
  - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
  - Federal-aid systems revisions.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

13

## Exempt Projects: Transportation Conformity Regulations as of April 2012

Table 3 — Exempt Projects From Regional Conformity Analysis but not Project-level 93.127

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.
- Examples of : Intersection channelization projects:
  - Traffic circles
  - Addition of right turn lane or left turn lane at an intersection, individual lane length less than half a mile; usually not in travel demand model

### 93.128 Traffic Signal Synchronization Projects

- Non-exempt but not trigger a conformity analysis
- In Michigan the travel demand models can't model these projects



14

Table 3 lists project that are exempt from regional conformity but not project-level. Project-level is a more detailed analysis. The projects on this list have more local impacts on air quality than regional. We are doing regional conformity. Project-level is also called “hot spot.” Ozone nonattainment areas do not need to do project-level analysis. The question was asked why traffic signal synchronization projects are nonexempt. The answer is since a number of signal projects are linked together, they would create an air quality benefit. This benefit would change the results of the conformity analysis for the better. Not all nonexempt projects are since they have a negative impact. The group discussed the abilities of MOVES to model different effects than the travel demand models.

## Exempt Projects: FHWA & EPA Clarifies Interpretations in 2017

Added to Table 2 —Exempt Projects 93.126 in 2017:

- Auxiliary lane if less than one mile in length
  - Justification: Projects that correct, improve, or eliminate a hazardous location or feature
- Ramp metering
  - Justification: Projects that correct, improve, or eliminate a hazardous location or feature
- Road diets – In Michigan need further discussion, will hold statewide IAWG
  - Justification: Projects that correct, improve, or eliminate a hazardous location or feature or if safety project: Highway Safety Improvement Program implementation



15

## Project Phases and Proposed Projects:

- Project phase affects exempt vs non-exempt status
  - Projects have to have enough detail to be modeled with the travel demand model
  - Projects are model based on year the project will be open to traffic
  - Most job phases are exempt except construction
    - CON = Construction
    - EPE = Early preliminary engineering (used for scoping before design)
    - NI = Non-infrastructure (projects not involving physical construction of transportation facility or assets)
    - PE = Preliminary engineering
    - ROW = Right-of-way
    - SUB = Sub-surface engineering
    - T-CAP = Transit capital
- Have projects had a significant change in design and scope
- For LRTP want to bring forward proposed projects
  - Projects need to have sufficient detail to determine conformity



16

The question was asked if an MPO should include all projects on their lists, both within financial constraint and not financially constrained, when the air quality analysis is run. The answer was no, the projects need to be financially constrained. For the horizon year, there needs to be a reasonable expectation of funding. As a project moves from design to build, its status as exempt can change.

### IAWG Decisions:

- When travel demand model is run for conformity analysis all projects that can be modeled in the travel demand model will be modeled regardless of exempt status
  - Discussion : General practice in Michigan
- Treating an otherwise exempt project as non-exempt
  - Discussion:
- Allowing non-exempt projects that require conformity to proceed but will be modeled the next time a conformity analysis is conducted
  - Discussion:
  - Non-federal project that is regionally significant



17

The travel demand model referred to in the slide is the one used to model the Lansing area, not a generic model or the SEMCOG model. The Coleman Road extent was discussed, including whether it would be included in the travel demand model and if it should be included in the conformity analysis. It depends on what the group defines as air quality regionally significant. The project could be included in the conformity analysis even if not defined as air quality regionally significant. (See bullet two above.) The MPO has not decided if Coleman Road will be in their travel demand.

The question was asked if a center turn lane less than a quarter of a mile at an intersection would be exempt. The answer is yes, it would be considered exempt as a project that corrects, improves, or eliminates a hazardous location or feature. The question was asked if the IAWG could change the length of a requirement. Yes, it can set rules.



## Analysis Years and Budget Test :

### Analysis

#### Year      Reason

2010	Validation year of Lansing travel demand model (base year)
2018	Budget year for maintenance plan from 1997 ozone standard (will stop being an analysis year after calendar year 2018).
2020	Interim year (so analysis years not more than ten years apart)
2030	Interim year (so analysis years not more than ten years apart)
2040	Last year of the Lansing long range transportation plan

Conformity Test: Use existing maintenance budgets from SIP for 1997 ozone standard



18

The emission generated from the conformity analysis must be equal or less than the budget or otherwise known as the MVEB. The MVEB is the portion of the total allowable emissions in the area allocated to highway and transit vehicle. By being below the SIP budget, the LRTP and TIP are conforming to the SIP. The MOVES model (the emissions model) generates emissions at the county level. The emission budget will stay the same until a second maintenance plan is developed. It was emphasized the conformity analysis needs to be done on the current LRTPs and TIPs.

The analysis years were discussed and use of the new travel demand model, which has a horizon year of 2045. The new travel demand model will be used to conform the current LRTP and TIP for the Feb. 16, 2019, deadline. Donna Wittl will send the MPO the instructions on the required outputs needed from the travel demand model.

## Conformity for LRTP or TIP Amendments:

The Conformity Regulations specify:

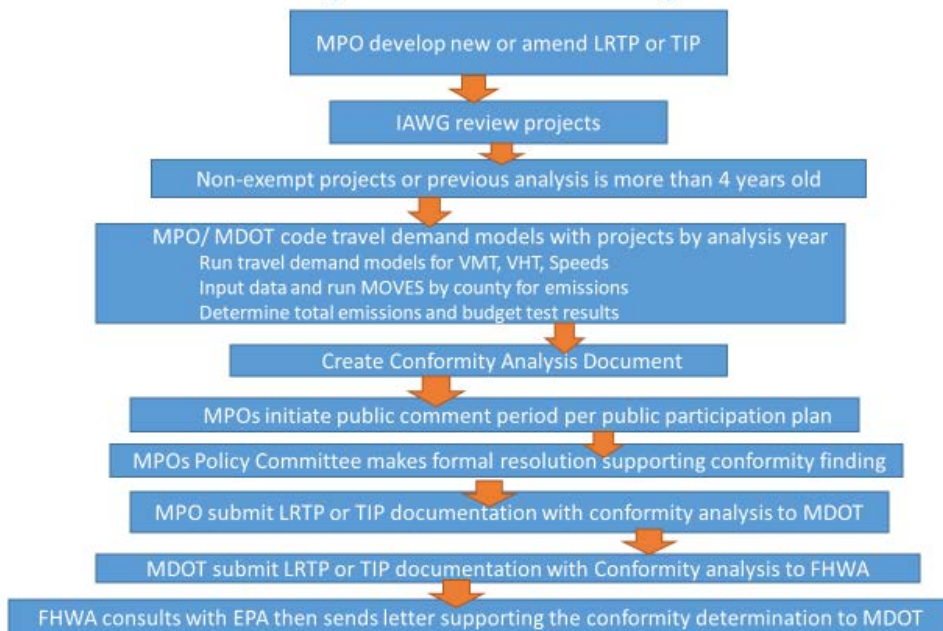
1. Amendment to only add or delete exempt project - not require new conformity analysis
  2. Amendment adds or deletes non-exempt project - require new conformity analysis
  3. Administrative modifications – not require new conformity analysis
- General Practice:
    - Moving projects within analysis year groups – not require new conformity analysis
  - All projects need to be reviewed by the IAWG



19

The question was asked if the amendments being talking about were from JobNet. The answer was yes, the TIP amendments will be processed in JobNet. The slides will be sent out as part of the meeting summary. All projects need to be presented to the IAWG. Another question was asked if projects need to be sent to IAWG for review every time the MPO does an amendment. The answer was yes, even if they are on the exempt list. It is the job of IAWG to determine a projects status.

## Transportation Conformity Process:



20

There was discussion on the policy committee requirement to make a resolution supporting the findings of the conformity analysis and that projects included in the conformity analysis are not approved until the letter from FHWA is received. The process described above is if there is a nonexempt project. If all projects are determined to be exempt by the IAWG, the projects can go straight to the technical or policy committee. The public participation plan was discussed; it was determined that if a conformity analysis is not specifically listed, the MPOs should use the requirements for the TIP and or LRTP.

### IAWG:

- Each affected agency needs a:
  - Representative
  - Advised to have alternate representative
  - Discussion:
- Projects for review need:
  - project description, costs, financial resources, etc.
  - working on standard format (JobNet)
- Meeting summary with participants sent to IAWG
- IAWG can be conducted by email or conference call
  - Non-exempt or unclear projects require conference call
  - Discussion:



21

#### IAWG designated representative:

DEQ contact: Breanna Bukowski  
Alternate contact: Kaitlyn Leffert

FHWA contact: Andy Pickard  
Alternate contact: If needed, Andy will delegate

EPA contact: Michael Leslie  
Alternate contact: none

MDOT contact: Donna Wittl  
Alternate contact: To be determined

FTA contact: Susan Weber  
Alternate contact: To be determined

Lansing MPO: Jim Snell  
Alternate contact: To be determined

### **IAWG to Review Projects by Email :**

- Project list sent to IAWG
  - Stating all projects are exempt
- IAWG members have five business days to respond
  - With concur or not concur, or have questions
  - Email meetings require a response from IAWG members
  - Responses should be a “reply to all”
- Template for meeting summary has been created
  - Meeting summary sent to IAWG
  - Meeting summary attached in JobNet
  - Date of IAWG is date email request sent

Discussion:



22

It was stated that typically the whole amendment package travels together through the process. The MPO suggested they could hold nonexempt projects and have a separate amendment for them. It was suggested that the conformity process should not be that onerous. If all the projects are determined by the MPO to be exempt, the IAWG meeting can be conducted by e-mail. The question was asked if this group wanted to have e-mail IAWGs? The answer was yes. The MPO can send via e-mail the list of projects to the IAWG; that way, the MPO can determine the timing. It was suggested at the beginning a reply from each IAWG representative be received; that way, it is known that everyone received the e-mail. Donna commented that in a few cases people have not received e-mails related to the IAWG. The MPO expressed concern in the extra time this will take. It was acknowledged it will take more time.

## Regional Emission and IAWG:

- Regional Emission Analysis:
  - Emission modeling using: MOVES2014b
  - Evaluate assumptions used in emission model
  - Who will run the emission model?



23

MDOT will run the emission model until Sept. 30, 2019. The MPO will provide the travel demand model data.

## Conformity Analysis Document:

### Conformity analysis document (work in progress)

- Developing standardize document (10 page)
  - Latest planning assumptions
  - MOVES inputs
  - Project list attached
    - (including project description, costs, financial resources, conformity status)
  - Summary of IAWG meeting; decisions and participants
- Conformity analysis sent to IAWG
- The MPO will hold public comment period per Public Participation Plan
- Public comments will be addressed
- Formal conformity determination on LRTP and TIP by resolution of MPO  
(MPO makes a formal resolution supporting the findings of the conformity analysis)



24

Donna will distribute the slides as part of the meeting summary. There was discussion of a project at Waverly Road and I-496 and the timing of the project. It is not clear when the project details will be finalized. If there is still a good change the project description will change, it would be better to wait to

include it in the conformity analysis. Another conformity analysis will need to be conducted on the new TIP and LRTP. It was discussed that the MPO needs to compile a list of their current TIP and LRTP projects for the IAWG to review. Projects are put into analysis year grouping by when the project will be open to traffic.

The group discussed what the analysis years will be for the **new MPO LRTP**. The horizon year will be 2045, so it will have 2010 base, 2020, 2030, 2040, and 2045. For the **existing 2040 LRTP**, it will have 2010 base, 2018, 2020, 2030, and 2040 analysis years. So, projects with an open-to-traffic year between 2018 and 2011 will be grouped together on one network. Projects from 2020 to 2019 will be grouped together on a network, projects from 2030 to 2021 will be grouped together, etc. Work on creating the SE data needed for these interim years could begin now. Once the IAWG reviews the projects, the networks can be created in the travel demand model. This is in case something changes during the meeting.

- Other discussions items?



25

### Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Lansing – East Lansing Conformity Area

10 – 10:30 a.m. (EST), Monday, Dec. 17, 2018

TPS Third floor, Van Wagoner Transportation Building, Lansing, MI

Conference number and web link information provided in e-mail

**Name****Agency****In attendance:**

Andy Pickard	Federal Highway Administration (FHWA)
Breanna Bukowski	Michigan Department of Environmental Quality (MDEQ)
Michael Leslie	Environmental Protection Agency (EPA)
Susan Weber	Federal Transit Administration (FTA)
Andrea Strach	Lansing MPO
Paul Dionne	Lansing MPO
Donna Wittl	Michigan Department of Transportation (MDOT)
Michael Davis	MDOT
Robert Maffeo	MDOT
Ryan Gladding	MDOT

Attendance at the meeting was in person or teleconferencing with web linking.

**Agenda:**

- 1) Review analysis years and model information.
- 2) Review project lists.  
Project lists are color coded, with yellow being non-exempt projects, orange being exempt but might want to discuss, and blue being projects that need more information for a decision to be made. Workbooks may have more than one worksheet.
- 3) Update on South Coast II court decision.

The group reviewed the analysis years and decided that, since 2018 would be past once the analysis was conducted, it would not be used as an analysis year. Base year 2010 with analysis years of 2020, 2030, and 2040 would be used.

The group discussed the project list. The Marsh Road changes were discussed and it was decided that it was non-exempt and would be modeled. It was stated that since a conformity analysis is being conducted, any project exempt or non-exempt that can be modeled with the travel demand model would be modeled. It was discussed that complete project descriptions would assist in determining project status: exempt versus non-exempt. Both MDOT and the MPO will work on providing better descriptions.

Road diets were discussed. If a road diet is part of a highway safety improvement program, the project is generally considered exempt. FHWA would like further consideration of this and is waiting for more guidance from their headquarters on this topic. FHWA said with the prevalence of road diets in Michigan, they are concerned with not having more specific criteria. Michigan will have a statewide IAWG meeting on road diets to discuss these issues.



It was asked if this process would need to be done for the new TIP. The answer was yes, for any amendments the IAWG will need to review the projects. If an amendment contains a non-exempt project, a new conformity analysis will need to be completed. It is most likely the new TIP will contain a non-exempt project.

An update on the South Coast II court decision was provided and discussed. It was stated EPA has released guidance on the requirements for the 1997 ozone areas. The guidance states what does not need to be done; areas do not need to run the emission model (MOVES) but need to do everything else, which includes IAWG to review projects, creating a conformity document, and a policy committee resolution. FHWA is coming out with a template on what a conformity document would be without analysis. As part of the court decision, areas need to have in place a second maintenance plan. DEQ is currently working on these plans. Most 1997 areas in Michigan, it appears, will qualify for a “limited maintenance plan.” Once these second maintenance plans are in place, the conformity process will significantly diminish. Based on the unstable environment of the court case, and that doing the emission analysis is not much more work given the stability it will provide, we are going to continue to do a traditional conformity analysis to meet the Feb. 16, 2019, due date from the court.

## Appendix B: Public Comments and Responses

No comments received to date.

DRAFT

## Appendix C: Projects Included in Conformity Analysis

The list of projects begins on the following page.

DRAFT

**Appendix C: Projects Included in Air Conformity Analysis  
Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comment
2018	Multi-Modal	203919	Ingham	Greyhound Lines, Inc.	Transit Capital	Statewide/Greyhound Lines	0.000	1110-Bus Rolling Stock	Purchase motor coaches.	NI	\$1,360,000	\$340,000	\$0	\$1,700,000	5311	Exempt	
2019	Multi-Modal	205028	Ingham	Capital Area Transportation Authority	Tranter St	Ingham County	0.000	1110-Bus Rolling Stock	Purchase Buses, equipment, IT services, spare parts, Improve Facilities	NI	\$5,718,258	\$1,429,565	\$0	\$7,147,823	5307	Exempt	
2019	Multi-Modal	203136	Eaton	Eaton County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	Small and medium Bus Replacement	NI	\$177,600	\$44,400	\$0	\$222,000	5339	Exempt	
2019	Multi-Modal	203138	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	Purchase 2 Hybrid buses and 3 Rural Buses	NI	\$157,034	\$39,259	\$0	\$196,293	5339	Exempt	
2019	Multi-Modal	204986	Ingham	Capital Area Transportation Authority	Tranter St	tranter	0.000	1110-Bus Rolling Stock	Purchase up to 10 40-foot large buses	NI	\$3,155,380	\$788,845	\$0	\$3,944,225	5339	Exempt	
2019	Multi-Modal	205103	Ingham	Capital Area Transportation Authority	Tranter St	CATA service area	0.000	1110-Bus Rolling Stock	Purchase replacement hybrid bus	NI	\$351,918	\$87,980	\$0	\$439,898	CM	Exempt	
2020	Multi-Modal	203195	Eaton	Eaton County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	Replace 3 medium duty buses, 5 small buses and purchase GPS equipment	NI	\$160,000	\$40,000	\$0	\$200,000	5339	Exempt	
2020	Multi-Modal	203195	Eaton	Eaton County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	Replace 3 medium duty buses, 5 small buses and purchase GPS equipment	NI	\$744,000	\$186,000	\$0	\$930,000	5339	Exempt	
2020	Multi-Modal	203197	Ingham	Clinton Area Transit System	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	Purchase 2 Hybrid Buses and 3 buses for rural service	NI	\$709,412	\$177,353	\$0	\$886,765	5339	Exempt	
2020	Multi-Modal	130122	Clinton	Clinton Area Transit System	Transit	Clinton Transit area	0.000	1110-Bus Rolling Stock	Purchase Radio Equipment	NI	\$96,000	\$0	\$24,000	\$120,000	STL	Exempt	
2020	Multi-Modal	130134	Clinton	Clinton Area Transit System	Transit	Clinton Transit area	0.000	1110-Bus Rolling Stock	Facility construction	NI	\$36,000	\$9,000	\$0	\$45,000	STL	Exempt	
2018	Multi-Modal	200745	Ingham	Michigan Public Transit Association	Northwind Dr	Michigan Transportation Connection/Ingham County	0.000	1170-Other Capital Items (Bus)	Mobility management under the FY17 Section 5310 program.	NI	\$52,000	\$13,000	\$0	\$65,000	5310	Exempt	
2018	Multi-Modal	202184	Clinton	Clinton Area Transit System	W Higham St	Clinton Area Transit System	0.000	1170-Other Capital Items (Bus)	Mobility management.	NI	\$32,000	\$8,000	\$0	\$40,000	5310	Exempt	
2019	Multi-Modal	203117	Clinton	Clinton Area Transit System	Transit Capital	areawide	0.000	1170-Other Capital Items (Bus)	Enhanced mobility of seniors	NI	\$32,000	\$8,000	\$0	\$40,000	5310	Exempt	
2019	Multi-Modal	124265	Ingham	Capital Area Transportation Authority	Areawide	Areawide	0.000	1170-Other Capital Items (Bus)	2019 CATA Clean Commute Options programmed	NI	\$23,054	\$0	\$0	\$23,054	CMG	Exempt	
2020	Multi-Modal	203151	Clinton	Clinton Area Transit System	Mobility Mgt.	Areawide	0.000	1170-Other Capital Items (Bus)	Enhanced Mobility Services	NI	\$32,000	\$8,000	\$0	\$40,000	5310	Exempt	
2018	Multi-Modal	201761	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	3000-Operating Assistance	Provide additional operating funds for public transportation services.	NI	\$266,651	\$0	\$0	\$266,651	5311	Exempt	
2018	Multi-Modal	201768	Clinton	Clinton Area Transit System	W Higham St	Clinton Area Transit System/Clinton County	0.000	3000-Operating Assistance	Provide additional operating funds for public transportation services.	NI	\$168,269	\$0	\$0	\$168,269	5311	Exempt	
2018	Multi-Modal	201774	Eaton	Eaton County Transportation Authority	Packard Hwy	Eaton County Transportation Authority	0.000	3000-Operating Assistance	Provide additional operating funds for public transportation services.	NI	\$324,795	\$0	\$0	\$324,795	5311	Exempt	
2018	Multi-Modal	202316	Ingham	Capital Area Transportation Authority	Tranter St	Capital Area Transportation Authority/Ingham County	0.000	3000-Operating Assistance	Operating assistance.	NI	\$103,986	\$103,986	\$0	\$207,972	5311	Exempt	
2018	Multi-Modal	202324	Clinton	Clinton Area Transit System	N Scott Rd	Clinton Area Transit System/Clinton County	0.000	3000-Operating Assistance	Operating assistance.	NI	\$76,359	\$76,359	\$0	\$152,718	5311	Exempt	
2018	Multi-Modal	202329	Eaton	Eaton County Transportation Authority	Packard Hwy	Eaton County Transportation Authority	0.000	3000-Operating Assistance	Operating assistance.	NI	\$137,631	\$137,631	\$0	\$275,262	5311	Exempt	
2018	Multi-Modal	203856	Eaton	Eaton County Transportation Authority	Transit operating	Areawide	0.000	3000-Operating Assistance	FY15 5311 Operating underpaid	NI	\$2,883	\$2,883	\$0	\$5,766	5311	Exempt	
2018	Multi-Modal	203885	Clinton	Clinton Area Transit System	Transit operating	Areawide	0.000	3000-Operating Assistance	FY15 5311 Operating underpaid	NI	\$30,498	\$30,498	\$0	\$60,996	5311	Exempt	
2018	Multi-Modal	203889	Ingham	Capital Area Transportation Authority	Transit operating	Areawide	0.000	3000-Operating Assistance	FY15 5311 Operating underpaid	NI	\$42,508	\$42,508	\$0	\$85,016	5311	Exempt	
2018	Multi-Modal	204117	Ingham	Capital Area Transportation Authority	Transit Operating	areawide	0.000	3000-Operating Assistance	FY 2018 Transit Operating	NI	\$232,174	\$232,174	\$0	\$464,348	5311	Exempt	

**Appendix C: Projects Included in Air Conformity Analysis  
Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comment
2018	Multi-Modal	204126	Clinton	Clinton Area Transit System	Transit Operating	areawide	0.000	3000-Operating Assistance	FY 2018 Transit Operating	NI	\$170,491	\$170,491	\$0	\$340,982	5311	Exempt	
2018	Multi-Modal	204135	Eaton	Eaton County Transportation Authority	Transit Operating	areawide	0.000	3000-Operating Assistance	FY 2018 Transit Operating	NI	\$307,294	\$307,294	\$0	\$614,588	5311	Exempt	
2019	Multi-Modal	203127	Clinton	Clinton Area Transit System	Transit Operations	areawide	0.000	3000-Operating Assistance	Transit Ops & Safety	NI	\$2,500	\$0	\$2,500	\$5,000	5311	Exempt	
2019	Multi-Modal	203127	Clinton	Clinton Area Transit System	Transit Operations	areawide	0.000	3000-Operating Assistance	Transit Ops & Safety	NI	\$741,898	\$0	\$741,898	\$1,483,796	5311	Exempt	
2019	Multi-Modal	203129	Eaton	Eaton County Transportation Authority	Transit Operations	areawide	0.000	3000-Operating Assistance	Operations	NI	\$508,106	\$0	\$741,898	\$1,250,004	5311	Exempt	
2019	Multi-Modal	203133	Ingham	Capital Area Transportation Authority	Transit Operations	Areawide	0.000	3000-Operating Assistance	Rural Operations	NI	\$1,107,502	\$0	\$1,107,501	\$2,215,003	5311	Exempt	
2019	Multi-Modal	205044	Ingham	Capital Area Transportation Authority	Tranter St	areawide	0.000	3000-Operating Assistance	Program educates the community about ozone emissions	NI	\$44,178	\$11,045	\$0	\$55,223	CM	Exempt	
2019	Multi-Modal	205066	Ingham	Capital Area Transportation Authority	Tranter St	TCRPC region	0.000	3000-Operating Assistance	Rideshare	NI	\$55,223	\$0	\$0	\$55,223	CMG	Exempt	
2020	Multi-Modal	205057	Ingham	Capital Area Transportation Authority	Tranter St	CATA Urban Service area	0.000	3000-Operating Assistance	Urban Operating	NI	\$34,883,782	\$8,720,946	\$0	\$43,604,728	5307	Exempt	
2020	Multi-Modal	203185	Clinton	Clinton Area Transit System	Transit Operations	Areawide	0.000	3000-Operating Assistance	Operating Program and RTAP Operation Program	NI	\$2,500	\$0	\$2,500	\$5,000	5311	Exempt	
2020	Multi-Modal	203185	Clinton	Clinton Area Transit System	Transit Operations	Areawide	0.000	3000-Operating Assistance	Operating Program and RTAP Operation Program	NI	\$768,524	\$0	\$768,523	\$1,537,047	5311	Exempt	
2020	Multi-Modal	203186	Eaton	Eaton County Transportation Authority	Transit Operations	Areawide	0.000	3000-Operating Assistance	Operations	NI	\$387,200	\$865,392	\$0	\$1,252,592	5311	Exempt	
2020	Multi-Modal	203188	Ingham	Capital Area Transportation Authority	Transit Operations	Areawide	0.000	3000-Operating Assistance	Rural Operations	NI	\$1,123,904	\$0	\$1,123,904	\$2,247,808	5311	Exempt	
2020	Multi-Modal	205069	Ingham	Capital Area Transportation Authority	Tranter St	TCRPC areawide	0.000	3000-Operating Assistance	rideshare	NI	\$92,569	\$23,142	\$0	\$115,711	CM	Exempt	
2018	Multi-Modal	202147	Ingham	Miller Transportation, INC	Conn 496 W	Detroit area bus service/Miller Transportation	0.000	6340-Intercity Bus Transportation	Purchase a motor coach.	NI	\$0	\$308,900	\$200,000	\$508,900	5311	Exempt	
2018	Multi-Modal	203715	Eaton	Eaton County Transportation Authority	Transit Capital	Areawide/Eaton County Transportation	0.000	6410-5310 Projects	Purchase replacement buses.	NI	\$182,702	\$45,676	\$0	\$228,378	5310	Exempt	
2018	Multi-Modal	201322	Clinton	Clinton Area Transit System	W Higham St	Clinton Area Transit System/Clinton County	0.000	6460-JARC Projects	Operating Assistance	NI	\$20,757	\$20,757	\$0	\$41,514	5311	Exempt	
2019	Multi-Modal	203343	Clinton	Clinton Area Transit System	W Higham St	Areawide/Clinton County	0.000	6460-JARC Projects	Funding for operating assistance.	NI	\$20,757	\$20,757	\$0	\$41,514	5311	Exempt	
2020	Multi-Modal	203193	Clinton	Clinton Area Transit System	Transit Operations	Areawide	0.000	6460-JARC Projects	JARC	NI	\$41,514	\$0	\$41,514	\$83,028	5311	Exempt	
2018	Multi-Modal	200785	Clinton	Clinton Area Transit System	N Scott Rd	Clinton Area Transit System	0.000	6470-New Freedom Projects	Operating funds under the FY18 Section 5310/New Freedom program.	NI	\$50,000	\$0	\$50,000	\$100,000	5310	Exempt	
2018	Multi-Modal	202391	Clinton	Clinton Area Transit System	W Higham St	Clinton Area Transit System	0.000	6470-New Freedom Projects	Purchase a vehicle.	NI	\$35,426	\$8,856	\$0	\$44,282	5310	Exempt	
2019	Multi-Modal	203118	Clinton	Clinton Area Transit System	Operations	Areawide	0.000	6470-New Freedom Projects	New Freedom	NI	\$50,000	\$0	\$50,000	\$100,000	5310	Exempt	
2020	Multi-Modal	203152	Clinton	Clinton Area Transit System	Transit OPs	Areawide	0.000	6470-New Freedom Projects	New Freedom	NI	\$50,000	\$0	\$50,000	\$100,000	5310	Exempt	
2018	Local	133149	Eaton	Eaton County	Ionia Road	over Thornapple River	0.020	Bridge CPM	preventative maintenance	CON	\$0	\$354,350	\$18,650	\$373,000	MCS	Exempt	
2018	Trunkline	130168	Ingham	MDOT	CONN-81	over the Grand River	0.000	Bridge CPM	Deck patching and epoxy overlay	CON	\$966,899	\$214,407	\$0		ST	Exempt	
2019	Local	126675	Eaton	Eaton Rapids	Hall Street	over Mill Race	0.011	Bridge CPM	Preventative maintenance	CON	\$320,880	\$60,165	\$20,055	\$401,100	BHT	Exempt	
2019	Local	202445	Clinton	Clinton County	E Island Rd	Island Road over Maple River, Str# 1914	0.000	Bridge CPM	Capital Preventative Maintenance	CON	\$93,600	\$17,550	\$5,850	\$117,000	BHT	Exempt	
2019	Trunkline	204661	Ingham	MDOT	I-96	4 bridges on I-96 in Ingham County	0.000	Bridge CPM	Deck Patching and Superstructure Repairs	CON	\$2,203,220	\$244,803	\$0		BOI	Exempt	
2019	Trunkline	204552	Ingham	MDOT	I-96	I-96 EB and WB over M-52 / M-43	0.000	Bridge CPM	Pin and Hanger Replacements	CON	\$1,736,455	\$192,940	\$0		IM	Exempt	
2020	Local	202446	Clinton	Clinton County	S Airport Rd	Airport Road over Looking Glass River, Str# 1928	0.000	Bridge CPM	Capital Preventative Maintenance	CON	\$120,000	\$22,500	\$7,500	\$150,000	BHT	Exempt	

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Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comment
2020	Local	202448	Clinton	Dewitt	S Bridge St	Various Bridge Capital Preventative Maintenance	0.000	Bridge CPM	Capital Preventative Maintenance	CON	\$151,200	\$28,350	\$9,450	\$189,000	BHT	Exempt	
2020	Local	202448	Clinton	Dewitt	S Bridge St	Various Bridge Capital Preventative Maintenance	0.000	Bridge CPM	Capital Preventative Maintenance	CON	\$162,400	\$30,450	\$10,150	\$203,000	BHT	Exempt	
2020	Trunkline	130133	Ingham	MDOT	I-96	3 bridges on I-96 in Ingham County	0.000	Bridge CPM	Deck patching and superstructure repairs	CON	\$1,571,852	\$174,651	\$0		IM	Exempt	
2018	Trunkline	201081	Washtenaw	MDOT	I-94	structure 3790	0.000	Bridge Rehabilitation	Superstructure Repair, miscellaneous bridge work	CON	\$66,116	\$14,513	\$0		NH	Exempt	
2020	Trunkline	115095	Eaton	MDOT	I-69 N	12 structures on I-69 in Eaton County	0.000	Bridge Rehabilitation	Deep Overlay, Epoxy ovly, deck patch, partial paint, approaches	CON	\$6,614,099	\$734,900	\$0		BHI	Exempt	
2018	Local	133157	Clinton	Clinton County	Grove Road	over Stony Creek	0.000	Bridge Replacement	replacement	CON	\$780,000			\$780,000	BO	Exempt	
2018	Trunkline	132626	Ingham	MDOT	I-496	I-496WB Ramp over CSX	0.173	Bridge Replacement	Bridge Replacement	PE	\$506,718	\$56,302	\$0		IM	Exempt	
2018	Trunkline	132626	Ingham	MDOT	I-496	I-496WB Ramp over CSX	0.173	Bridge Replacement	Bridge Replacement	PE-S	\$929,856	\$103,317	\$0		IM	Exempt	
2018	Local	129384	Ingham	Leslie	Mill St	Over Huntoon Creek	0.000	Bridge Replacement	Replacement	CON	\$0	\$635,728	\$33,459	\$669,187	MCS	Exempt	
2018	Trunkline	132627	Ingham	MDOT	I-96 Business Loop	I-96 BL over Horsebrook Creek	0.000	Bridge Replacement	Culvert Replacement	PE	\$88,858	\$17,241	\$2,463		NH	Exempt	
2018	Trunkline	132627	Ingham	MDOT	I-96 Business Loop	I-96 BL over Horsebrook Creek	0.000	Bridge Replacement	Culvert Replacement	PE-S	\$217,801	\$42,260	\$6,037		NH	Exempt	
2019	Local	133209	Ingham	Ingham County	Howell Rd	over Doan Creek	0.000	Bridge Replacement	Superstructure Replacement	CON	\$292,800	\$54,900	\$18,300	\$366,000	BHT	Exempt	
2019	Local	129375	Ingham	Ingham County	Olds Road	Over Perry Creek, over Huntoon Creek	0.000	Bridge Replacement	Bridge Replacement	CON	\$201,600	\$37,800	\$12,600	\$252,000	BO	Exempt	
2019	Local	129375	Ingham	Ingham County	Olds Road	Over Perry Creek, over Huntoon Creek	0.000	Bridge Replacement	Bridge Replacement	CON	\$201,600	\$37,800	\$12,600	\$252,000	BO	Exempt	
2019	Trunkline	132627	Ingham	MDOT	I-96 Business Loop	I-96 BL over Horsebrook Creek	0.000	Bridge Replacement	Culvert Replacement	ROW	\$40,925	\$7,941	\$1,134		NH	Exempt	
2020	Local	202455	Eaton	Eaton County	W Mt Hope Hwy	Mt. Hope Highway over Sebewa Creek, Str# 2347	0.000	Bridge Replacement	Bridge Replacement	CON	\$620,000	\$116,250	\$38,750	\$775,000	BRT	Exempt	
2020	Local	202456	Ingham	Lansing	Aurelius Rd	Aurelius Road over Grand Trunk Western Railroad, Str# 3956	0.000	Bridge Replacement	Bridge Replacement	CON	\$2,119,200	\$397,350	\$132,450	\$2,649,000	BRT	Exempt	
2020	Local	202457	Eaton	Eaton County	E Vermontville Hwy	Vermontville Highway over Thornapple River, Str# 2346	0.000	Bridge Replacement	Bridge Replacement	CON	\$700,000	\$131,250	\$43,750	\$875,000	BRT	Exempt	
2020	Trunkline	204532	Ingham	MDOT	I-496	St Joseph / Main Street over I-496	0.000	Bridge Replacement	Deck replacement	CON	\$1,824,074	\$202,675	\$0		IM	Exempt	
2020	Local	204715	Ingham	Ingham County	Okemos Rd	Bridge Replacements of Okemos Road over Red Cedar River, Strs 3879 and 3880	0.000	Bridge Replacement	Bridge Replacements of Okemos Road over Red Cedar River, Strs 3879 and 3880	CON	\$0	\$3,652,000	\$1,798,000	\$5,450,000	MCS	Exempt	
2018	Local	123901	Ingham	Lansing	E Michigan Ave	Signalized corridors in Lansing - Citywide	0.029	ITS Applications	TOC Operations and Maintenance for FY 2019	EPE	\$33,930	\$0	\$8,483	\$42,413	CM	Exempt	
2018	Trunkline	202504	Eaton	MDOT	I-69W	East of Miller	0.001	ITS Applications	Design and System Manager services	EPE	\$15,785	\$3,465	\$0		NH	Exempt	
2018	Trunkline	202865	Eaton	MDOT	Statewide	Statewide	0.000	ITS Applications	RSU Integration	OPS	\$102,313	\$22,688	\$0		NH	Exempt	
2018	Trunkline	124071	Ingham	MDOT	M-43	M-52 & M-43, Leroy Township, Ingham County	0.150	Minor Widening	Install Offset Right turn lane	PE	\$53,033	\$5,893	\$0		HSIP	Exempt	
2019	Trunkline	124071	Ingham	MDOT	M-43	M-52 & M-43, Leroy Township, Ingham County	0.150	Minor Widening	Install Offset Right turn lane	CON	\$92,543	\$10,283	\$0		HSIP	Exempt	
2018	Local	130506	Clinton	Clinton County	Old US 27	3536 South BR 127	0.001	New Facilities	Construct path in conj. w other intersection work	CON	\$140,496	\$0	\$35,124	\$175,620	CM	Exempt	
2018	Local	201836	Clinton	Clinton County	W Clark Rd	Clark Road- Airport to Panther Drive	0.906	New Facilities	Construct shared use path	CON	\$424,582	\$0	\$106,763	\$531,345	CM	Exempt	
2018	Local	202535	Eaton	Eaton County	Old Lansing Rd	Lansing Road to Waverly Road	2.433	New Facilities	Add bike lanes to Old Lansing Road	CON	\$215,000	\$0	\$48,287	\$263,287	CM	Exempt	
2018	Trunkline	200156	Ingham	MDOT	I-96	At the Okemos Rest Area	0.000	New Facilities	Tree and shrub replacements to mitigate JN81736	CON	\$210,891	\$23,433	\$0		IM	Exempt	
2018	Trunkline	200126	Clinton	MDOT	I-96	At the Grand Ledge Rest Area	0.000	New Facilities	Tree replacements and landscape restoration	CON	\$206,696	\$22,966	\$0		IM	Exempt	
2018	Trunkline	117873	Ingham	MDOT	Lansing Rest Area RAMP	Lansing Rest Area #810 US-127 NB Ingham County	0.754	New Facilities	Replace trees, shrubs/plants at rest area	CON	\$166,764	\$36,979	\$0		NH	Exempt	
2018	Trunkline	200803	Jackson	MDOT	M-106	County Line to M-52, Approximately 15.8% of project, County Line to M-52, approximately 15.8% of project	0.002	New Facilities	Non-Motorized Trail improvement with bridge replacements	CON	\$773,647	\$0	\$331,563		TA,NRT	Exempt	
2018	Local	133305	Clinton	Clinton County	W Herbison Rd	Panther Dr to Turner St, city of DeWitt	0.668	New Facilities	Nonmotorized path construction	CON	\$116,479	\$0	\$30,000	\$146,479	TAU	Exempt	
2018	Local	202535	Eaton	Eaton County	Old Lansing Rd	Lansing Road to Waverly Road	2.433	New Facilities	Add bike lanes to Old Lansing Road	CON	\$305,000	\$0	\$76,250	\$381,250	TAU	Exempt	
2019	Local	130505	Ingham	Lansing	Michigan Ave	Lansing Community College to Howard Street	0.001	New Facilities	Construct path between LCC to Howard	CON	\$362,829	\$0	\$97,171	\$460,000	CM	Exempt	
2019	Local	130507	Ingham	Lansing	Michigan Ave	124 W Michigan Lansing, MI	0.001	New Facilities	Construct pathway from Cavanaugh to Forest	CON	\$510,200	\$0	\$127,550	\$637,750	CM	Exempt	
2019	Local	200617	Ingham	East Lansing	Farm Ln	Non-Motorize trail along the Grand River between Farm Lane to Bogue	0.064	New Facilities	Construct Non-Motorized Trail	CON	\$323,840	\$0	\$76,160	\$400,000	CM	Exempt	
2019	Local	204015	Clinton	Clinton County	I-69BL S	Saginaw Highway	0.069	New Facilities	Non-motorized pathway	CON	\$200,000	\$0	\$50,000	\$250,000	CM	Exempt	
2019	Local	201173	Eaton	Eaton County	Old River Trail	Webster Rd to Hunter's Orchard Park, Delta Twp, Eaton County	0.416	New Facilities	Multi-use path construction	CON	\$416,705	\$0	\$416,705	\$833,410	TA	Exempt	

**Appendix C: Projects Included in Air Conformity Analysis  
Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comment
2020	Local	130505	Ingham	Lansing	Michigan Ave	Lansing Community College to Howard Street	0.001	New Facilities	Construct path between LCC to Howard	CON	\$13,829			\$13,829	CM	Exempt	
2020	Local	130509	Ingham	Lansing	Michigan Ave	124 W Michigan, Lansing, MI	0.001	New Facilities	Construct pathway from Forest to Mt. Hope	CON	\$350,000	\$0	\$87,500	\$437,500	CM	Exempt	
2020	Local	130510	Ingham	Lansing	Michigan Ave	124 W Michigan Lansing, MI	0.001	New Facilities	Construct pathway: Howard to Frandor Shopping Center	CON	\$40,000	\$0	\$10,000	\$50,000	CM	Exempt	
2020	Local	202535	Eaton	Eaton County	Old Lansing Rd	Lansing Road to Waverly Road	2.433	New Facilities	Add bike lanes to Old Lansing Road	CON	\$5,463			\$5,463	CM	Exempt	
2020	Local	203781	Ingham	Lansing	Forest Rd	Non-Motorized Path between Forest and Mt. Hope Road	0.000	New Facilities	Construct Non-Motorized Path	CON	\$350,000	\$0	\$87,500	\$437,500	CM	Exempt	
2020	Local	205121	Ingham	Ingham County	S Hagadorn Rd	Hagadorn Rd to Park Lake Rd	0.158	New Facilities	Multi-use path construction	CON	\$1,700,000	\$0	\$1,300,000	\$3,000,000	TA	Exempt	
2018	Local	201683	Ingham	Tri-County Regional Planning Commission	Areawide Rideshare	FY2019 Michivan, Tri-County	0.000	Operation Improvements	FY2019 Michivan, Tri-County	NI	\$396,560	\$0	\$0	\$396,560	CMG	Exempt	
2018	Multi-Modal	202487	Eaton	Eaton County Transportation Authority	Packard Hwy	Eaton County Transportation Authority	0.000	P000-Capital	Purchase one replacement bus with lift.	NI	\$60,901	\$15,225	\$0	\$76,126	5339	Exempt	
2018	Multi-Modal	201701	Ingham	Michigan Public Transit Association	Northwind Dr	Michigan Public Transit Association/Ingham County	0.000	P001-Research & Training	To provide local training coordinator services.	NI	\$22,500	\$0	\$0	\$22,500	CTF	Exempt	
2019	Multi-Modal	205027	Ingham	Capital Area Transportation Authority	Tranter St	Ingham County	0.000	P002-Planning	Planning & Research	NI	\$300,000	\$75,000	\$0	\$375,000	5307	Exempt	
2020	Multi-Modal	203276	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	P002-Planning	BRT Planning & Research	NI	\$801,593	\$200,398	\$0	\$1,001,991	5307	Exempt	
2018	Multi-Modal	204625	Clinton	Clinton Area Transit System	W Higham St	Areawide/Clinton Area Transit System	0.000	P004-Operating Assistance	Purchase a van, and provide operating mobility management services.	NI	\$50,000	\$0	\$50,000	\$100,000	5310	Exempt	
2018	Multi-Modal	204625	Clinton	Clinton Area Transit System	W Higham St	Areawide/Clinton Area Transit System	0.000	P004-Operating Assistance	Purchase a van, and provide operating mobility management services.	NI	\$61,185	\$15,296	\$0	\$76,481	5310	Exempt	
2018	Multi-Modal	201698	Ingham	Michigan Public Transit Association	Northwind Dr	Michigan Public Transit Association/Ingham County	0.000	P007-RTAP	Training for Transit Agency Personnel	NI	\$215,000	\$0	\$0	\$215,000	CTF	Exempt	
2018	Trunkline	203548	Clinton	MDOT	E Port Lansing Rd	DDSA In-state Peer Exchange	0.000	Planning, Research & Design	DDSA In-state safety peer exchange	NI	\$10,020	\$2,600	\$0		RP	Exempt	
2018	Local	129907	Ingham	Tri-County Regional Planning Commission	Pine Tree Rd	3135 Pine Tree, Lansing, MI	0.001	Planning, Research & Design	TCRPC and member communities do planning studies	EPE	\$94,358	\$0	\$20,924	\$115,282	STU	Exempt	
2019	Local	129935	Ingham	Tri-County Regional Planning Commission	Pine Tree Rd	3135 Pine Tree Lansing, MI	0.001	Planning, Research & Design	TCRPC staff/member communities undertake studies	EPE	\$102,312	\$0	\$22,688	\$125,000	STU	Exempt	
2020	Local	129990	Ingham	Tri-County Regional Planning Commission	Pine Tree Rd	3135 Pine Tree Lansing, MI	0.001	Planning, Research & Design	TCRPC staff to undertake planning studies	EPE	\$99,569	\$0	\$25,431	\$125,000	STU	Exempt	
2018	Local	202104	Ingham	Adrian & Blissfield RR Co	Harper Rd	At Adrian & Blissfield Railroad in Alameda Township, Ingham County	0.000	Railroad	install flashing-light signals and half-roadway gates	CON	\$180,000	\$20,000	\$0	\$200,000	STRP	Exempt	
2018	Local	129904	Eaton	Eaton County	Canal Rd	Osborn to Northport	1.946	Reconstruction	Cold mill and overlay	CON	\$484,058			\$484,058	STU	Exempt	
2018	Local	130531	Ingham	East Lansing	Alton Rd	Burcham to E. Saginaw	0.691	Reconstruction	Reconstruction-crush and shape-road diet	CON	\$790,975	\$0	\$256,860	\$1,047,835	STU	Exempt	
2019	Local	129931	Ingham	Ingham County	Waverly Rd	Lansing Road to St Joe	0.692	Reconstruction	Reconstruction	CON	\$245,644	\$0	\$54,471	\$300,115	NH	Exempt	
2019	Local	129912	Eaton	Grand Ledge	Bridge St	South Street to Jefferson	0.354	Reconstruction	Reconstruction	CON	\$338,650	\$0	\$84,663	\$423,313	STU	Exempt	
2019	Local	129931	Ingham	Ingham County	Waverly Rd	Lansing Road to St Joe	0.692	Reconstruction	Reconstruction	CON	\$1,756,504	\$0	\$389,500	\$2,146,004	STU	Exempt	
2019	Local	133065	Eaton	Charlotte	West Lovett Street	Cochran Ave (M-50) to Clinton St.	0.065	Reconstruction	Reconstruction	CON	\$375,000	\$0	\$592,000	\$967,000	STUL	Exempt	
2019	Local	133147	Ingham	Williamston	South Mullett St	E Grand River Ave to Taylor St	0.054	Reconstruction	Reconstruction.	CON	\$375,000	\$0	\$100,000	\$475,000	STUL	Exempt	
2020	Trunkline	130052	Eaton	MDOT	I-496	I-496 from I-96 to Lansing Road	4.529	Reconstruction	Concrete Inlay	CON	\$27,000,000	\$3,000,000	\$0		IM	Exempt	
2020	Trunkline	131757	Ingham	MDOT	M-99	M-99 from ~1,700 ft North of Holt Hwy to Edgewood	2.376	Reconstruction	Mill & 2 Course Ovly (Composite Pvt) Recon (Conc)	PE	\$1,173,345	\$254,462	\$5,724		ST	Exempt	
2020	Trunkline	131757	Ingham	MDOT	M-99	M-99 from ~1,700 ft North of Holt Hwy to Edgewood	2.376	Reconstruction	Mill & 2 Course Ovly (Composite Pvt) Recon (Conc)	ROW	\$23,737	\$4,606	\$658		ST	Exempt	
2020	Local	129911	Eaton	Eaton County	Michigan Ave	Creyts to Theo	1.222	Reconstruction	Cold mill and overlay, curb repair	CON	\$368,326	\$0	\$108,000	\$476,326	STU	Exempt	
2020	Local	129976	Ingham	East Lansing	Forest Rd	Harrison to College	0.504	Reconstruction	Reconstruct, crush and shape	CON	\$353,428	\$0	\$78,372	\$431,800	STU	Exempt	



**Appendix C: Projects Included in Air Conformity Analysis**  
**Lansing – East Lansing, MI Conformity Area**  
**January 22, 2019**

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comment
2020	Local	129981	Ingham	Lansing	Aurelius Rd	I-496 bridge to Mt. Hope	0.854	Reconstruction	Reconstruct; curbs in poor condition	CON	\$812,000	\$0	\$203,000	\$1,015,000	STU	Exempt	
2020	Local	129986	Ingham	Lansing	Enterprise Dr	Aurelius to Keystone	0.497	Reconstruction	Reconstruct- keep curb with spot replacements	CON	\$528,000	\$0	\$132,000	\$660,000	STU	Exempt	
2020	Local	129988	Ingham	Ingham County	Cedar St	College to Circle	1.080	Reconstruction	Reconstruct	CON	\$917,576	\$0	\$203,470	\$1,121,046	STU	Exempt	
2020	Local	TBD	Ingham	Ingham County	Okemos Road	Shawnee Trail to Clinton Street	0.400	Reconstruction	Reconstruction	CON	\$1,300,000		\$325,000		STU	Exempt	
2018	Trunkline	132556	Ingham	MDOT	I-96	EB & WB I-96 from Meridian Rd to M-52	6.466	Road Capital Preventive Maintenance	Double Microsurface	CON	\$2,132,460	\$236,940	\$0		IM	Exempt	
2018	Trunkline	200897	Ingham	MDOT	I-69BL N	I-69 BL from Frandor to Hagadorn	2.275	Road Capital Preventive Maintenance	mill and resurface	CON	\$1,520,364	\$337,136	\$0		NH	Exempt	
2018	Trunkline	132607	Clinton	MDOT	E Port Lansing Rd	TSC Wide (Clinton, Eaton, & Ingham Counties)	0.000	Road Capital Preventive Maintenance	Crack Treatment	PE	\$18,007	\$3,993	\$0		ST	Exempt	
2018	Trunkline	132607	Clinton	MDOT	E Port Lansing Rd	TSC Wide (Clinton, Eaton, & Ingham Counties)	0.000	Road Capital Preventive Maintenance	Crack Treatment	CON	\$309,393	\$68,607	\$0		ST	Exempt	
2018	Local	202218	Ingham	Ingham County	Haslett Rd	M-52 to Morrice Road	2.521	Road Capital Preventive Maintenance	Resurface	CON	\$479,798	\$0	\$120,202	\$600,000	STL	Exempt	
2018	Local	202807	Clinton	Clinton County	S Jones Rd	Eaton Hwy to Grand River	2.987	Road Capital Preventive Maintenance	Resurface/Overlay	CON	\$52,000	\$0	\$13,000	\$65,000	STL	Exempt	
2018	Local	129913	Clinton	Clinton County	W Herbison Rd	Turner to Shavey	1.079	Road Capital Preventive Maintenance	Cold mill and overlay, curb repair	CON	\$23,608	\$0	\$84,440	\$108,048	STU	Exempt	
2019	Trunkline	205234	Ingham	MDOT	I-496	I-96 to I-496/US-127 Interchange	3.074	Road Capital Preventive Maintenance	Single course mill and overlay with detail 7s and 8s	CON	\$2,430,000	\$270,000	\$0		IM	Exempt	
2019	Trunkline	202999	Barry	MDOT	M-78 & M-89	M-78 in Eaton County	6.984	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	CON	\$0	\$600,000	\$0		M	Exempt	
2019	Trunkline	201172	Clinton	MDOT	US-127	M-21 to US-127 BL	4.871	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repair	CON	\$1,152,407	\$255,543	\$0		NH	Exempt	
2019	Trunkline	201164	Clinton	MDOT	Various	TSC Wide (Clinton, Eaton and Ingham Counties)	0.000	Road Capital Preventive Maintenance	Crack Treatment	CON	\$206,262	\$45,738	\$0		ST	Exempt	
2019	Trunkline	201055	Ingham	MDOT	M-36	M-52 to Kane Rd	2.685	Road Capital Preventive Maintenance	Cape Seal	CON	\$317,987	\$70,513	\$0		ST	Exempt	
2019	Local	200649	Clinton	Clinton County	S Chandler Rd	Wacousta Road from Howe Road north to Pratt Road	3.731	Road Capital Preventive Maintenance	resurface overlay	CON	\$74,000	\$0	\$19,000	\$93,000	STL	Exempt	
2019	Local	204669	Clinton	Clinton County	S Airport Rd	Price Road to Chadwick Road	3.992	Road Capital Preventive Maintenance	Chip Seal	CON	\$74,000	\$0	\$19,000	\$93,000	STL	Exempt	
2019	Local	204671	Clinton	Clinton County	Wood Rd	Wood Road	2.728	Road Capital Preventive Maintenance	Preservative Maintenance	CON	\$52,800	\$0	\$13,200	\$66,000	STL	Exempt	
2019	Local	204672	Clinton	Clinton County	Upton Rd	Upton Road	3.668	Road Capital Preventive Maintenance	Preventative Maintenance	CON	\$68,000	\$0	\$17,000	\$85,000	STL	Exempt	
2019	Local	205124	Clinton	Clinton County	E Island Rd	Watson to Shephardsville	2.014	Road Capital Preventive Maintenance	Single Course Chipseal with Fog	CON	\$36,000	\$0	\$9,000	\$45,000	STL	Exempt	
2019	Local	129913	Clinton	Clinton County	W Herbison Rd	Turner to Shavey	1.079	Road Capital Preventive Maintenance	Cold mill and overlay, curb repair	CON	\$314,152			\$314,152	STU	Exempt	
2020	Local	130138	Ingham	Ingham County	N Bush St	Various ICRD Routes	0.000	Road Capital Preventive Maintenance	Resurface	CON	\$0	\$77,386	\$0	\$77,386	EDD	Exempt	
2020	Trunkline	204189	Ingham	MDOT	I-96	Sycamore Creek to College Rd	1.597	Road Capital Preventive Maintenance	Single course microsurface	CON	\$972,000	\$108,000	\$0		IM	Exempt	
2020	Trunkline	204194	Eaton	MDOT	M-43	Barry/Eaton County Line to Timber Creek Drive	16.322	Road Capital Preventive Maintenance	Single Chip Seal with Fog, Underdrain Cleanout	CON	\$1,093,516	\$242,484	\$0		ST	Exempt	

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Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

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2020	Trunkline	204216	Clinton	MDOT	E Port Lansing Rd	TSC wide	0.000	Road Capital Preventive Maintenance	Overband Crack Seal	CON	\$212,810	\$47,190	\$0		ST	Exempt	
2020	Local	130138	Ingham	Ingham County	N Bush St	Various ICRD Routes	0.000	Road Capital Preventive Maintenance	Resurface	CON	\$276,376	\$0	\$33,170	\$309,546	STL	Exempt	
2018	Local	200648	Clinton	Clinton County	S Grange Rd	Grange Road from Howe Road north to Pratt Road	3.992	Road Rehabilitation	Resurface overlay	CON	\$0	\$19,000	\$0	\$19,000	EDD	Exempt	
2018	Local	202222	Ingham	Ingham County	Williamston Road	Williamston Road	2.944	Road Rehabilitation	Resurface	CON	\$0	\$311,334	\$0	\$311,334	EDD	Exempt	
2018	Local	202281	Clinton	Clinton County	S Wacousta Rd	WaCousta Rd	3.540	Road Rehabilitation	Rehab	CON	\$0	\$19,000	\$0	\$19,000	EDD	Exempt	
2018	Local	129987	Ingham	Lansing	Jolly Rd	ML King Jr. Boulevard to Pleasant Grove	0.726	Road Rehabilitation	Mill and resurface, spot base and curb repair	CON	\$244,894	\$0	\$514,224	\$759,118	NH	Exempt	
2018	Local	200648	Clinton	Clinton County	S Grange Rd	Grange Road from Howe Road north to Pratt Road	3.992	Road Rehabilitation	Resurface overlay	CON	\$74,000	\$0	\$0	\$74,000	STL	Exempt	
2018	Local	200651	Clinton	Clinton County	S Wright Rd	Herbison Road north to Pioneer Road	4.008	Road Rehabilitation	Resurface Overlay	CON	\$74,000	\$0	\$19,000	\$93,000	STL	Exempt	
2018	Local	202214	Clinton	Clinton County	E Colony Rd	Colony Road from Scott Road to Williams Road	1.004	Road Rehabilitation	Resurface	CON	\$200,000	\$0	\$50,000	\$250,000	STL	Exempt	
2018	Local	202221	Ingham	Clinton County	Fitchburg Rd	Nims to Freirmuth Road	3.632	Road Rehabilitation	Resurface	CON	\$340,372	\$0	\$489,726	\$830,098	STL	Exempt	
2018	Local	202222	Ingham	Ingham County	Williamston Road	Williamston Road	2.944	Road Rehabilitation	Resurface	CON	\$367,376	\$0	\$21,290	\$388,666	STL	Exempt	
2018	Local	202281	Clinton	Clinton County	S Wacousta Rd	WaCousta Rd	3.540	Road Rehabilitation	Rehab	CON	\$74,000	\$0	\$0	\$74,000	STL	Exempt	
2018	Local	129860	Clinton	Clinton County	Clark Rd	Airport to DeWitt Rd.	1.542	Road Rehabilitation	Resurface	CON	\$375,527	\$0	\$93,882	\$469,409	STU	Exempt	
2018	Local	129897	Ingham	Mason	Jefferson St	Oak to Kipp	0.722	Road Rehabilitation	Mill and re-pave	CON	\$176,729	\$0	\$437,897	\$614,626	STU	Exempt	
2018	Local	129899	Ingham	Ingham County	Lake Lansing Rd	Hagadorn to Saginaw (I-69 BL)	1.015	Road Rehabilitation	Resurface 4-3 lane conversion w bikeway	CON	\$452,920	\$0	\$447,080	\$900,000	STU	Non-exempt	Road diet
2018	Local	129905	Eaton	Dimondale	Jefferson St	Bridge Street to west village limit	0.386	Road Rehabilitation	Cold milling and overlaying	CON	\$112,607	\$0	\$105,865	\$218,472	STU	Exempt	
2018	Local	129910	Clinton	Dewitt	Main St	Scott to Market	0.194	Road Rehabilitation	Cold mill and overlay, curb repair	CON	\$0	\$0	\$374,525	\$374,525	STU	Exempt	
2018	Local	129987	Ingham	Lansing	Jolly Rd	ML King Jr. Boulevard to Pleasant Grove	0.726	Road Rehabilitation	Mill and resurface, spot base and curb repair	CON	\$654,800	\$0	\$145,200	\$800,000	STU	Exempt	
2018	Local	130532	Ingham	East Lansing	Hagadorn Rd	Haslett Rd to lake Lansing Rd.	0.572	Road Rehabilitation	Rehabilitation-Road diet (4 to 3 lane conversion)	CON	\$305,411	\$0	\$249,679	\$555,090	STU	Non-exempt	Road diet
2018	Local	130539	Clinton	Clinton County	Herbison Rd	Turner to Rambler	0.500	Road Rehabilitation	Resurface existing roadway	CON	\$163,700	\$0	\$36,300	\$200,000	STU	Exempt	
2018	Local	201669	Ingham	Lansing	S Pennsylvania Ave	Jolly to Cavanaugh	0.493	Road Rehabilitation	Mill and resurface/necessary base repairs	CON	\$581,022	\$0	\$128,840	\$709,862	STU	Exempt	
2019	Local	130123	Eaton	Eaton County	Battle Creek Hwy	Five Point to Carlisle	4.036	Road Rehabilitation	Resurface	CON	\$0	\$276,237	\$0	\$276,237	EDD	Exempt	
2019	Local	205125	Clinton	Clinton County	E Colony Rd	Williams to Chandler	2.003	Road Rehabilitation	Two Course Asphalt	CON	\$0	\$60,920	\$0	\$60,920	EDD	Exempt	
2019	Trunkline	205192	Ingham	MDOT	M-99	Edgewood Blvd to 500' south of Victor Ave	2.836	Road Rehabilitation	HMA Inlay of outside two lanes, single course mill and overlay of all lanes	CON	\$1,841,625	\$357,328	\$51,047		ST	Exempt	
2019	Local	130121	Clinton	Clinton County	DeWitt Road	Cutler to Alward	2.501	Road Rehabilitation	Resurface	CON	\$360,000	\$0	\$90,000	\$450,000	STL	Exempt	
2019	Local	130123	Eaton	Eaton County	Battle Creek Hwy	Five Point to Carlisle	4.036	Road Rehabilitation	Resurface	CON	\$1,108,714	\$0	\$65,000	\$1,173,714	STL	Exempt	
2019	Local	200647	Clinton	Clinton County	E Island Rd	Shepardsville to Hollister	1.996	Road Rehabilitation	Resurface	CON	\$240,000	\$0	\$60,000	\$300,000	STL	Exempt	
2019	Local	202222	Ingham	Ingham County	Williamston Road	Williamston Road	2.944	Road Rehabilitation	Resurface	CON	\$153,775			\$153,775	STL	Exempt	
2019	Local	205125	Clinton	Clinton County	E Colony Rd	Williams to Chandler	2.003	Road Rehabilitation	Two Course Asphalt	CON	\$243,678	\$0	\$0	\$243,678	STL	Exempt	
2019	Local	129899	Ingham	Ingham County	Lake Lansing Rd	Hagadorn to Saginaw (I-69 BL)	1.015	Road Rehabilitation	Resurface 4-3 lane conversion w bikeway	CON	\$111,000			\$111,000	STU	Non-exempt	Same project as above funding change
2019	Local	129909	Clinton	Clinton County	Dewitt Rd	Clark to DeWitt city limit	0.502	Road Rehabilitation	Cold mill and overlay, curb repair, drainage	CON	\$33,087	\$0	\$8,272	\$41,359	STU	Exempt	
2019	Local	129910	Clinton	Dewitt	Main St	Scott to Market	0.194	Road Rehabilitation	Cold mill and overlay, curb repair	CON	\$286,475			\$286,475	STU	Exempt	
2019	Local	129930	Ingham	East Lansing	Harrison Rd	Forest Road to Mt Hope	0.437	Road Rehabilitation	Rehabilitation-overlay-paved shoulders to bike Ins	CON	\$193,362	\$0	\$42,878	\$236,240	STU	Exempt	
2019	Local	133078	Eaton	Eaton County	Mail Dr	Mail Dr. to M-43	1.255	Road Rehabilitation	Resurface	CON	\$413,436	\$0	\$104,000	\$517,436	STU	Exempt	
2019	Local	201707	Ingham	Lansing	E Miller Rd	Aurelius to Cedar	1.044	Road Rehabilitation	Mill and resurface, with necessary base repairs	CON	\$752,000	\$0	\$188,000	\$940,000	STU	Exempt	
2019	Local	201709	Ingham	Lansing	Turner St	Cedar to Amwood	0.315	Road Rehabilitation	Mill and resurface, with necessary base repairs	CON	\$417,502	\$0	\$104,378	\$521,880	STU	Exempt	
2020	Local	130132	Clinton	Clinton County	Grand River	Wright to I-96	3.501	Road Rehabilitation	Resurface	CON	\$0	\$235,179	\$0	\$235,179	EDD	Exempt	
2020	Local	130135	Eaton	Eaton County	Various ECRC Routes	Various ECRC Routes	0.001	Road Rehabilitation	Resurface	CON	\$0	\$102,236	\$0	\$102,236	EDD	Exempt	
2020	Trunkline	130049	Eaton	MDOT	I-69	Calhoun/Eaton Co Line to the Page Drain	6.039	Road Rehabilitation	Major Rehabilitation	CON	\$36,102,006	\$4,011,334	\$0		IM	Exempt	
2020	Local	130132	Clinton	Clinton County	Grand River	Wright to I-96	3.501	Road Rehabilitation	Resurface	CON	\$334,821	\$0	\$0	\$334,821	STL	Exempt	
2020	Local	130135	Eaton	Eaton County	Various ECRC Routes	Various ECRC Routes	0.001	Road Rehabilitation	Resurface	CON	\$566,834	\$0	\$0	\$566,834	STL	Exempt	
2020	Local	202221	Ingham	Clinton County	Fitchburg Rd	Nims to Freirmuth Road	3.632	Road Rehabilitation	Resurface	CON	\$119,628			\$119,628	STL	Exempt	
2020	Local	129975	Clinton	Clinton County	Herbison Rd	Airport to Schavey	0.812	Road Rehabilitation	Cold mill and overlay, curb repair	CON	\$192,680	\$0	\$42,726	\$235,406	STU	Exempt	
2020	Local	129978	Clinton	Clinton County	Airport Rd	Herbison East to Herbison West	0.147	Road Rehabilitation	Resurface	CON	\$142,214	\$0	\$31,536	\$173,750	STU	Exempt	
2020	Local	129979	Ingham	East Lansing	Trowbridge Rd	West of Arbor to Harrison	0.644	Road Rehabilitation	Resurface	CON	\$497,222	\$0	\$110,258	\$607,480	STU	Exempt	

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Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

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2020	Local	201711	Ingham	Lansing	Delta River Dr	Waverly to Grand River	1.264	Road Rehabilitation	Mill and resurface, with necessary base repairs	CON	\$518,550	\$0	\$129,638	\$648,188	STU	Exempt	
2020	Local	201712	Ingham	Lansing	W Jolly Rd	Washington to MLK	0.273	Road Rehabilitation	Mill and resurface, with necessary base repairs	CON	\$24,000	\$0	\$6,000	\$30,000	STU	Exempt	
2020	Local	130346	Ingham	Williamston	Linn Rd	Williamston Road to east city limit (.49 mile)	0.506	Road Rehabilitation	Mill and fill w reconstruction near wetland section	CON	\$375,000	\$0	\$130,000	\$505,000	STUL	Exempt	
2018	Local	202716	Ingham	Ingham County	Bond Ave	SRTS Holt Public Schools	1.393	Roadside Facilities - Improve	Sidewalk construction and infill, crosswalks, signage	CON	\$941,891	\$0	\$0	\$941,891	TA	Exempt	
2018	Local	131838	Ingham	Ingham County	Okemos Rd	Inter-Urban Trail on Okemos Rd, Meridian Twp	0.001	Roadside Facilities - Improve	Construct pedestrian safety improvements	CON	\$25,374	\$0	\$17,626	\$43,000	TAU	Exempt	
2018	Local	200666	Ingham	Lansing	W Grand River Ave	Grand River Avenue between North Street and Cleveland	1.541	Roadside Facilities - Improve	bike facilities	CON	\$32,740	\$0	\$7,260	\$40,000	TAU	Exempt	
2019	Local	203617	Ingham	Lansing	N Capitol Ave	Lansing/East Lansing Areawide	0.000	Roadside Facilities - Improve	Purchase up to 30 bikes for bike sharing in Lansing/East Lansing	CON	\$85,904	\$0	\$21,476	\$107,380	CM	Exempt	
2019	Local	201837	Ingham	Ingham County	E Lake Lansing Rd	Lake Lansing Road	1.015	Roadside Facilities - Improve	Bike Facility	CON	\$159,026	\$0	\$70,974	\$230,000	TAU	Exempt	
2020	Local	203619	Clinton	St. Johns	N Scott Rd	M-21 to Fred Meijer Clinton Ionia Shiawassee Trail	0.262	Roadside Facilities - Improve	Scott Road Shared Path	CON	\$448,000	\$0	\$112,000	\$560,000	CM	Exempt	
2020	Local	203621	Ingham	East Lansing	E Mount Hope Rd	Harrison Road to Jenison Building	0.000	Roadside Facilities - Improve	Install bike lanes to connect to existing MSU River Trail and Lansing River	CON	\$72,000	\$0	\$18,000	\$90,000	CM	Exempt	
2020	Trunkline	110718	Clinton	MDOT	M-21	and M-21 northwest quadrant	0.001	Roadside Facilities - Improve	Mill and resurface	CON	\$83,951	\$18,616	\$0		ST	Exempt	
2018	Trunkline	200085	Ingham	MDOT	M-99 N	M-99 between Lenore Ave & Edward Street	0.351	Roadside Facilities - Preserve	CSO being constructed under permit, City of Lansing Contract, MDOT oversight	CON	\$0	\$0	\$0		MX	Exempt	
2018	Trunkline	200832	Clinton	MDOT	E Port Lansing Rd	Lansing Area	0.000	Roadside Facilities - Preserve	Upgrade Interchange Lighting	CON	\$441,990	\$98,010	\$0		NH	Exempt	
2018	Trunkline	107028	Ingham	MDOT	Williamston Road	and Williamston Road Interchange, southeast quadra	0.000	Roadside Facilities - Preserve	Resurface existing parking lot.	CON	\$68,755	\$15,247	\$0		ST	Exempt	
2019	Trunkline	202633	Ingham	MDOT	M-106	Stockbridge, MI	0.159	Roadside Facilities - Preserve	Resurfacing 2.3 miles Lakelands Trail/Iron Belle hiking/Great Lake to Lake	EPE	\$50,000	\$0	\$0		NRT	Exempt	
2019	Trunkline	205167	Oakland	MDOT	I-75	US-127 @ M-21, US-127 @ HOLT RD, I-69 @ WOODBURY RD (ON LANSING RD), HIGHLAND RD (BUS 96) & BURKHART RD	0.000	Roadside Facilities - Preserve	Installation of Lighting	PE	\$273	\$60	\$0		ST	Exempt	
2019	Trunkline	205167	Oakland	MDOT	I-75	US-127 @ M-21, US-127 @ HOLT RD, I-69 @ WOODBURY RD (ON LANSING RD), HIGHLAND RD (BUS 96) & BURKHART RD	0.000	Roadside Facilities - Preserve	Installation of Lighting	CON	\$79,212	\$17,388	\$0		ST	Exempt	
2018	Multi-Modal	201439	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$0	\$0	\$0	CTF	Exempt	
2018	Multi-Modal	201439	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$13,546,087	\$0	\$13,546,087	CTF	Exempt	
2018	Multi-Modal	201481	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$0	\$0	\$0	CTF	Exempt	
2018	Multi-Modal	201481	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$712,261	\$0	\$712,261	CTF	Exempt	
2018	Multi-Modal	201495	Clinton	Clinton Area Transit System	W Higham St	Clinton Area Transit System	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$0	\$0	\$0	CTF	Exempt	
2018	Multi-Modal	201495	Clinton	Clinton Area Transit System	W Higham St	Clinton Area Transit System	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$523,030	\$0	\$523,030	CTF	Exempt	
2018	Multi-Modal	201501	Eaton	Eaton County Transportation Authority	Packard Hwy	Eaton County Transportation Authority	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$0	\$0	\$0	CTF	Exempt	
2018	Multi-Modal	201501	Eaton	Eaton County Transportation Authority	Packard Hwy	Eaton County Transportation Authority	0.000	SP05-Local Bus Operating	Formula Budget	NI	\$0	\$942,715	\$0	\$942,715	CTF	Exempt	
2018	Multi-Modal	201595	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	SP09-Specialized Service	Services for the elderly and individuals with disabilities.	NI	\$0	\$0	\$0	\$0	CTF	Exempt	

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Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

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2018	Multi-Modal	201595	Ingham	Capital Area Transportation Authority	Tranter St	CATA/Ingham County	0.000	SP09-Specialized Service	Services for the elderly and individuals with disabilities.	NI	\$0	\$40,000	\$0	\$40,000	CTF	Exempt	
2018	Multi-Modal	202802	Ingham	Capital Area Transportation Authority	Bus purchase	Areawide	0.000	SP10-State Match urban Agency	Transit Capital Purchases 5307	NI	\$6,154,258	\$1,538,565	\$0	\$7,692,823	5307	Exempt	
2018	Multi-Modal	203051	Ingham	Capital Area Transportation Authority	Transit capital improvement	Areawide	0.000	SP10-State Match urban Agency	Bus purchase	NI	\$163,257	\$40,814	\$0	\$204,071	5310	Exempt	
2018	Multi-Modal	203085	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	Purchase Buses	NI	\$859,618	\$214,904	\$0	\$1,074,522	5339	Exempt	
2019	Multi-Modal	205043	Ingham	Capital Area Transportation Authority	Tranter St	CATA service area	0.000	SP10-State Match urban Agency	Urban Operating	NI	\$34,036,948	\$8,509,237	\$0	\$42,546,185	5307	Exempt	
2019	Multi-Modal	203119	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	Purchase up to 2 buses / expansion buses	NI	\$136,662	\$34,166	\$0	\$170,828	5310	Exempt	
2019	Multi-Modal	203121	Ingham	Capital Area Transportation Authority	Transit Ops	Areawide	0.000	SP10-State Match urban Agency	Operating Service 50 percent match	NI	\$135,307	\$135,307	\$0	\$270,614	5310	Exempt	
2019	Multi-Modal	204831	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	FY18 Public education on ozone emissions (ozone action)	NI	\$159,206	\$39,802	\$0	\$199,008	CM	Exempt	
2020	Multi-Modal	203149	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	Purchase Buses, equipment, IT services, spare parts, Improve Facilities	NI	\$6,679,363	\$1,669,841	\$0	\$8,349,204	5307	Exempt	
2020	Multi-Modal	201254	Ingham	Capital Area Transportation Authority	Transit Capital	Areawide	0.000	SP10-State Match urban Agency	Purchase up to 2 replacement expansion busses	NI	\$138,184	\$34,546	\$0	\$172,730	5310	Exempt	
2020	Multi-Modal	203183	Ingham	Capital Area Transportation Authority	Transit Ops	Areawide	0.000	SP10-State Match urban Agency	Operating Service 50% match	NI	\$139,542	\$0	\$139,542	\$279,084	5310	Exempt	
2018	Local	130089	Ingham	East Lansing	Kalamazoo St	At Harrison	0.001	Traffic Safety	Improve signal operations	CON	\$311,074	\$0	\$18,926	\$330,000	CM	Exempt	
2018	Local	130093	Ingham	Lansing	Grand River Ave	At Washington	0.001	Traffic Safety	Remove traffic signal and reconfigure intersection	CON	\$561,600	\$0	\$641,400	\$1,203,000	CM	Exempt	
2018	Local	130533	Clinton	Dewitt	Main St	at Bridge Street	0.001	Traffic Safety	Modernize signals	CON	\$159,038	\$0	\$37,402	\$196,440	CM	Exempt	
2018	Trunkline	201485	Jackson	MDOT	I-94BL	Ingham, Eaton, and Clinton Counties	1.949	Traffic Safety	Longitudinal pavement marking application	CON	\$917,343	\$101,927	\$0		HSIP	Exempt	
2018	Trunkline	120385	Ingham	MDOT	US-127 N	I-496 to Clinton R01 & R02 of 19081	3.522	Traffic Safety	Construct median cable barrier	CON	\$889,920	\$98,880	\$0		HSIP	Exempt	
2018	Trunkline	124074	Ingham	MDOT	OLD-127	Homer St./US127 Service Dr, Lansing, Ingham Co.	0.291	Traffic Safety	3 to 2 lane reduction on Homer Street	PE	\$53,934	\$5,993	\$0		HSIP	Exempt	
2018	Trunkline	127593	Eaton	MDOT	I-69 S	Various locations in Ingham, Eaton, and Clinton	26.011	Traffic Safety	Install freeway delineation	PE	\$27,496	\$3,055	\$0		HSIP	Exempt	
2018	Trunkline	127593	Eaton	MDOT	I-69 S	Various locations in Ingham, Eaton, and Clinton	26.011	Traffic Safety	Install freeway delineation	CON	\$303,266	\$33,696	\$0		HSIP	Exempt	
2018	Trunkline	201485	Jackson	MDOT	I-94BL	Ingham, Eaton, Clinton Counties	1.949	Traffic Safety	Longitudinal pavement marking application	PE	\$878	\$98	\$0		HSIP	Exempt	
2018	Trunkline	201486	Jackson	MDOT	I-94BL	Clinton County	3.245	Traffic Safety	Special pavement marking application	PE	\$608	\$68	\$0		HSIP	Exempt	
2018	Trunkline	201486	Jackson	MDOT	I-94BL	Clinton County	3.245	Traffic Safety	Special pavement marking application	CON	\$139,095	\$15,455	\$0		HSIP	Exempt	
2018	Trunkline	200204	Ingham	MDOT	I-96 W	I-96 Cable Rail from Doan Creek to Gramer Rd in Leroy Township	2.674	Traffic Safety	I-96 Cable Rail from East of M-52 to Gramer Rd in Leroy Township	CON	\$149,400	\$166,600	\$0		HSIP,M	Exempt	
2018	Trunkline	202833	Ingham	MDOT	I-69BL	Various Locations on I-69BL and M-43 in Lansing and East Lansing	0.000	Traffic Safety	Installation of new controller and GPS clocks.	CON	\$30,564	\$250	\$0		NHG	Exempt	
2018	Trunkline	125597	Eaton	MDOT	M-99	14 locations within Lansing TSC area	2.712	Traffic Safety	2018 Lansing TSC signal modernization project	ROW	\$5,000	\$0	\$0		STG	Exempt	
2018	Trunkline	125597	Eaton	MDOT	M-99	14 locations within Lansing TSC area	2.712	Traffic Safety	2018 Lansing TSC signal modernization project	CON	\$3,004,406	\$0	\$0		STG	Exempt	
2019	Trunkline	120416	Clinton	MDOT	I-BL-69	from west of Marsh Rd to east of Old M-78	0.453	Traffic Safety	Intersection improvements at Marsh Rd and Old M-78	CON	\$1,272,768	\$282,233	\$0		CM	Non-exempt	
2019	Local	203409	Ingham	East Lansing	W Lake Lansing Rd	Lake Lansing at Coolidge Road	0.475	Traffic Safety	Traffic Signal Upgrades	CON	\$447,780	\$0	\$111,945	\$559,725	CM	Exempt	
2019	Trunkline	203028	Ingham	MDOT	University Region longitudinal pavement markings	Ingham, Eaton, Clinton Counties	1.165	Traffic Safety	Application of longitudinal pavement markings	PE	\$900	\$100	\$0		HSIP	Exempt	

**Appendix C: Projects Included in Air Conformity Analysis  
Lansing – East Lansing, MI Conformity Area  
January 22, 2019**

Fiscal Year	Job Type	Job#	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Air Quality	Air Quality Comment
2019	Trunkline	203028	Ingham	MDOT	University Region longitudinal pavement markings	Ingham, Eaton, Clinton Counties	1.165	Traffic Safety	Application of longitudinal pavement markings	CON	\$917,343	\$101,927	\$0		HSIP	Exempt	
2019	Trunkline	203029	Ingham	MDOT	University Region special pavement markings	Eaton County	2.553	Traffic Safety	Application of special pavement markings	PE	\$2,592	\$288	\$0		HSIP	Exempt	
2019	Trunkline	203029	Ingham	MDOT	University Region special pavement markings	Eaton County	2.553	Traffic Safety	Application of special pavement markings	CON	\$238,599	\$26,511	\$0		HSIP	Exempt	
2019	Local	203275	Ingham	Mason	Temple Street	Temple Street between Maple Street and Cindy Street	0.066	Traffic Safety	Raised pedestrian crossing with sign mounted flashing beacons	CON	\$46,372	\$0	\$11,592	\$57,964	HSIP	Exempt	
2019	Trunkline	203515	Ingham	MDOT	I-96 E	Ingham, Eaton, Clinton Counties	2.641	Traffic Safety	Pavement marking retroreflectivity readings and condition assessment	CON	\$4,874	\$542	\$0		HSIP	Exempt	
2019	Trunkline	124069	Ingham	MDOT	SB US127 ramp to EB I96	Eaton and Ingham Counties, Eaton and Ingham county	1.320	Traffic Safety	Misc. Horizontal Curve Treatments	CON	\$62,719	\$6,969	\$0		HSIP	Exempt	
2019	Trunkline	124074	Ingham	MDOT	OLD-127	Homer St./US127 Service Dr, Lansing, Ingham Co.	0.291	Traffic Safety	3 to 2 lane reduction on Homer Street	CON	\$223,757	\$24,861	\$0		HSIP	Non-exempt	connected to another reduction
2019	Trunkline	132631	Ingham	MDOT	I-BL-69	I-69 BL from Lake Lansing Rd to Marsh Rd	1.398	Traffic Safety	Median Crossover Construction Michigan Lefts	CON	\$517,520	\$57,502	\$0		HSIP	Non-exempt	If this is closing the intersection, this should be modeled.
2020	Local	203411	Ingham	Ingham County	Okemos Rd	Okemos Road at Mt. Hope Road	0.414	Traffic Safety	Signal and pedestrian optimization	CON	\$349,000	\$0	\$87,250	\$436,250	CM	Exempt	
2020	Trunkline	127572	Ingham	MDOT	I-496	I-496 EB from the Red Cedar to Mount Hope	1.616	Traffic Safety	Install High friction surface	PE	\$62,006	\$6,071	\$819		HSIP	Exempt	
2020	Trunkline	127572	Ingham	MDOT	I-496	I-496 EB from the Red Cedar to Mount Hope	1.616	Traffic Safety	Install High friction surface	CON	\$365,067	\$35,745	\$4,818		HSIP	Exempt	
2020	Trunkline	129167	Eaton	MDOT	M-99	M-99 in Eaton Co.	2.235	Traffic Safety	median opening removal	PE	\$179,421	\$19,936	\$0		HSIP	Exempt	
2020	Trunkline	129168	Ingham	MDOT	I-96	I-96 near Okemos Road	1.619	Traffic Safety	Install median guardrail	PE	\$106,191	\$11,799	\$0		HSIP	Exempt	
2020	Trunkline	204947	Clinton	MDOT	I-96	900' East of Clinton County Line to I-69	9.608	Traffic Safety	Install Median Cable Barrier	PE	\$420,750	\$46,750	\$0		HSIP	Exempt	
2020	Trunkline	131034	Eaton	MDOT	I-69	Lansing TSC	25.600	Traffic Safety	Freeway Sign Upgrading in Eaton	CON	\$1,150,000	\$0	\$0		IMG	Exempt	
2020	Local	205189	Clinton	Clinton County	W Herbison Rd	SRTS - DeWitt Public Schools	2.707	Traffic Safety	Sidewalk, path, crosswalks, ramps,	CON	\$883,853	\$0	\$65,151	\$949,004	TA	Exempt	
2019	Local	201695	Ingham	Tri-County Regional Planning Commission	Areawide	FY2020 Michivan - Tri-County	0.000	Transit	FY2020 Michivan - Tri-County	NI	\$408,457	\$0	\$0	\$408,457	CMG	Exempt	
2020	Local	201699	Ingham	Tri-County	Areawide	FY2021 Michivan Tri-County	0.000	Transit	FY2021 Michivan Tri-County	NI	\$420,711	\$0	\$0	\$420,711	CMG	Exempt	

All long range transpiration plan projects for Tri-County are included on this list.