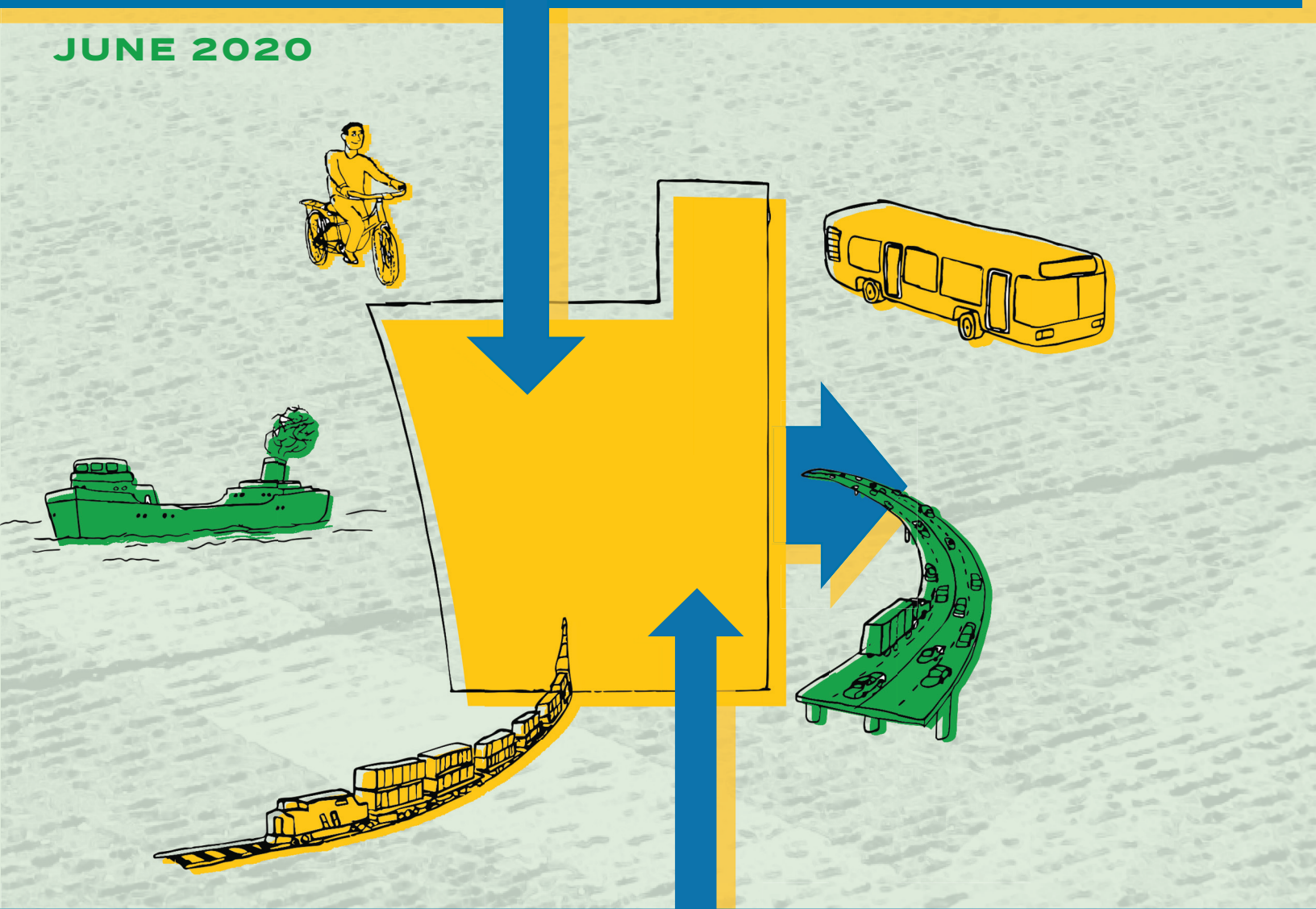


# OTTAWA MPO REPORT

## Highlighting Metropolitan Planning Organizations in Ottawa County

JUNE 2020



# 2020 Ottawa County Board of Commissioners

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## And a special thanks to ...

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Grand Valley Metropolitan Council

Erin Kuhn, Executive Director  
West Michigan Shoreline Regional Development Commission

Tyler Kent, Executive Director  
Macatawa Area Coordinating Council



Ottawa County

*Where You Belong*

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# Introduction

**N**avigating the many entities within the Michigan transportation ecosystem can be challenging, as numerous organizations provide services supported by a variety of federal, state, and local funding sources. This report focuses on metropolitan planning organizations (MPOs) and their transportation role within our region, including the functions they perform and how those efforts contrast and complement other planning efforts. A better understanding of how MPOs operate is extremely valuable, especially as the need for regional collaboration becomes increasingly important in light of Ottawa County's continued population growth, economic expansion, and significant groundwater challenges.

The first report on Ottawa County MPOs was conducted in 2005, outlining the governance, statutory requirements, funding sources, and alternatives for providing transportation planning services within the county. While many of these items remain the same, the landscape MPOs operate in is different than 15 years ago,

as Ottawa County's continued population growth and rapid development has only compounded our transportation challenges. Continued suburban growth and roadway expansion has placed more cars on the road, increasing congestion and vehicle miles traveled.

This document seeks to highlight the functions of MPOs, the services they provide, how funds are distributed, as well as Ottawa County's unique status as being home to three MPOs operating within its borders. As transportation, land use, and economic factors transcend political boundaries, shedding light on the functions of MPOs better illustrates the intergovernmental framework in which they operate as well as opportunities for enhanced collaboration with other organizations.



**Ottawa County has the unique status of being home to three MPOs within its borders.**

## II. MPO Overview

**M**etropolitan planning organizations (MPOs) are federally mandated organizations that operate in areas with populations of 50,000 people or more. Conceived from the Federal-Aid Highway Act of 1962, MPOs oversee transportation infrastructure projects in developed regions and are tasked with developing a continuing, cooperative, and comprehensive transportation planning process<sup>1</sup>. With over 400 in the United States, MPOs vary in size, technical capacity, and the populations they serve<sup>2</sup>. Regardless of these differences, MPOs are bound by the same legislation that dictates their areas of focus.

**23 USC 134 (Item A)** is the enabling legislation for MPOs which addresses their creation, structure, and the duties they perform. The following text illustrates the purpose and intent of establishing MPOs as regional planning entities:

### **USC 134 (a)(1)**

*“It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between States and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes.”*

Seeking to address the challenges of multi-jurisdictional planning efforts, MPOs are responsible for coordinating transportation projects with local governments, road commissions, state departments of transportation, public transit organizations, and other public stakeholders.

While representing a cooperative relationship between the federal government and local municipalities<sup>3</sup>, MPOs are largely advisory intergovernmental bodies and lack the powers inherent in formal units of government such as land use regulation and the ability to levy taxes<sup>4</sup>. Understanding the geography and service areas of MPOs provides greater clarity of their functions and is discussed in the next section.

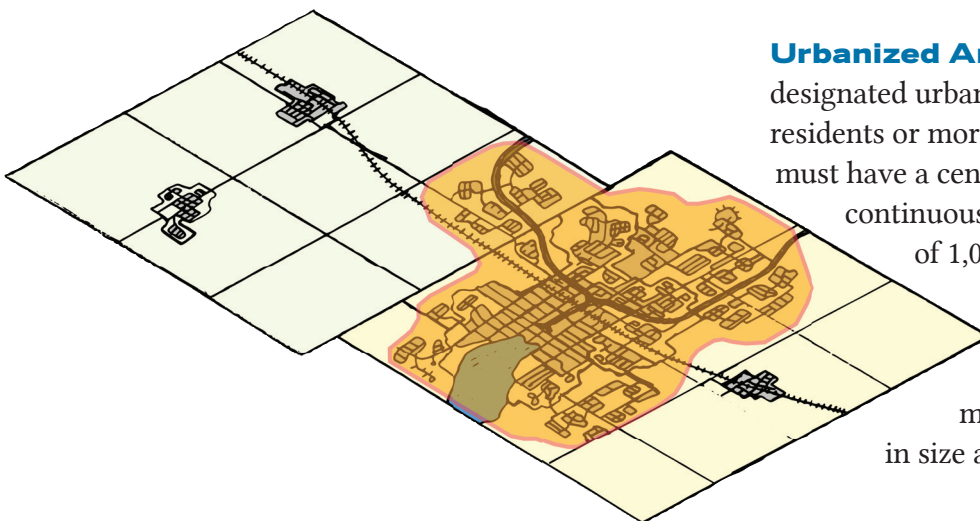
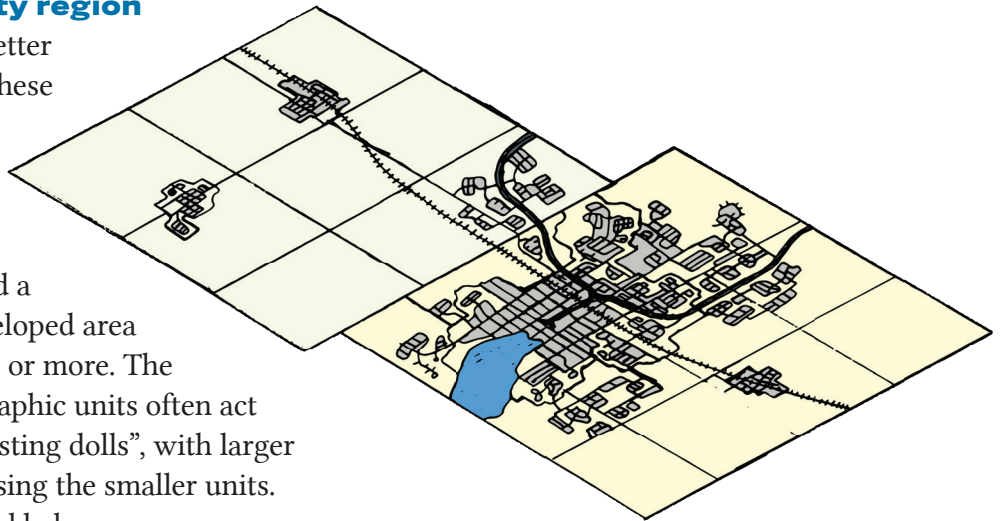
## II. MPO Overview

### A. MPO Service Areas

MPO service areas are determined in accordance with USC 134 (d)(1), which states that MPOs are designated in population areas of 50,000 people or more and are agreed upon by the Governor, the primary incorporated city, and other local units of government representing at least 75 percent of the affected regional population. The geography of MPOs impact numerous functions, as representation on their boards, expenditure of funds, and even statutory requirements are influenced by their service areas.

#### A two-county region

is provided to better represent how these boundaries are determined. The region features a primary city and a continuous developed area of 50,000 people or more. The following geographic units often act like “Russian nesting dolls”, with larger units encompassing the smaller units. This is illustrated below:

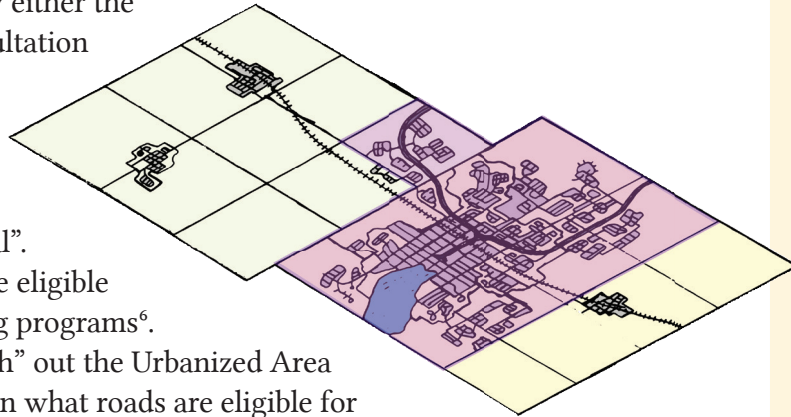


**Urbanized Area** – Census-designated urban area with 50,000 residents or more. The Urbanized Area must have a central core city and a continuous population density of 1,000 people per square mile<sup>5</sup>. Urbanized Areas are commonly made up of multiple municipalities ranging in size and population.

## II. MPO Overview

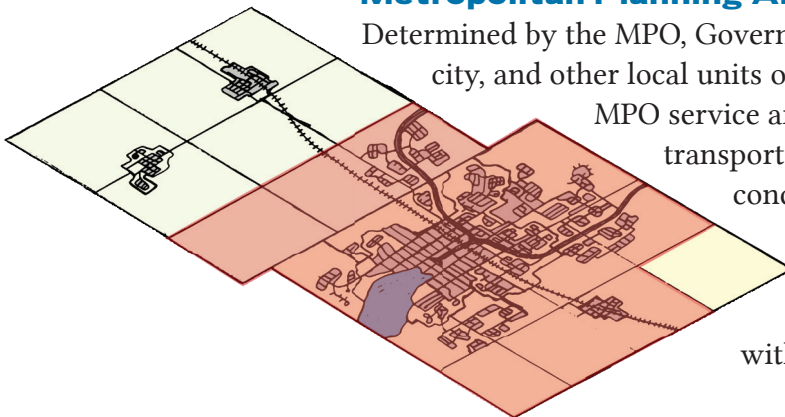
### Adjusted Census Urban Boundary

**(ACUB)** – Designated by either the MPO or state DOT in consultation with the Federal Highway Administration (FHWA), this area determines whether infrastructure is denoted as “urban” or “rural”. Both road classifications are eligible for different FHWA funding programs<sup>6</sup>. The ACUB seeks to “smooth” out the Urbanized Area boundaries, giving clarity on what roads are eligible for either urban or rural FHWA programs. At minimum, the ACUB must encompass the Urbanized Area.



### Metropolitan Planning Area (MPA) –

Determined by the MPO, Governor, primary incorporated city, and other local units of government, this is the MPO service area where metropolitan transportation planning is to be conducted. The MPA must encompass the Urbanized Area and fringe areas likely to be developed within 20 years<sup>7</sup>.



The geography of MPOs impact the programs operating within their boundaries. Following the 1990 Clean Air Act Amendments and the Intermodal Safety Transportation Efficiency Act of 1991 (ISTEA), MPOs in EPA-designated non-attainment areas for air quality are required to address air pollution and congestion<sup>8</sup>. Using funds from the FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MPOs can pursue projects such as non-motorized facilities, carpool lots, diesel engine retrofit programs, and public transit improvements<sup>9</sup>.



## II. MPO Overview

### B. MPO Representation and Consultation

As collaborative planning entities, MPOs are mandated to include representatives from local units of government on their decision-making boards. MPOs typically have two separate governing bodies:

**Policy Committee** – Prioritizes and approves funding for MPO programs and develops the policies and regional vision to be pursued. USC 134 (d)(2) outlines the structure of these committees, stating that each body must be composed of local elected officials, transportation and public transit officials, and appropriate state officials. Membership on MPO policy committees is determined in the MPO bylaws adopted by the Governor, primary incorporated city, and municipalities representing 75 percent of the population within the MPO service area<sup>10</sup>.

**Technical Committee** – In addition to the policy committee, MPOs typically have a technical advisory body consisting of professional staff from local, state, and federal agencies<sup>11</sup>. This body oversees the technical work of the MPO and recommends programs for policy committee consideration.

Representation on these decision-making bodies is determined by the MPO service area and bylaws. There are two apportionment methods commonly adopted by MPOs. The first and most common utilizes a “one-government, one-vote” apportionment, where each member of the committee’s vote is equal to other members, regardless of the organization they represent. This method has raised concerns of unequal representation among municipalities, as large, high-population cities share the same representation as outlying, sparsely populated townships<sup>12</sup>.

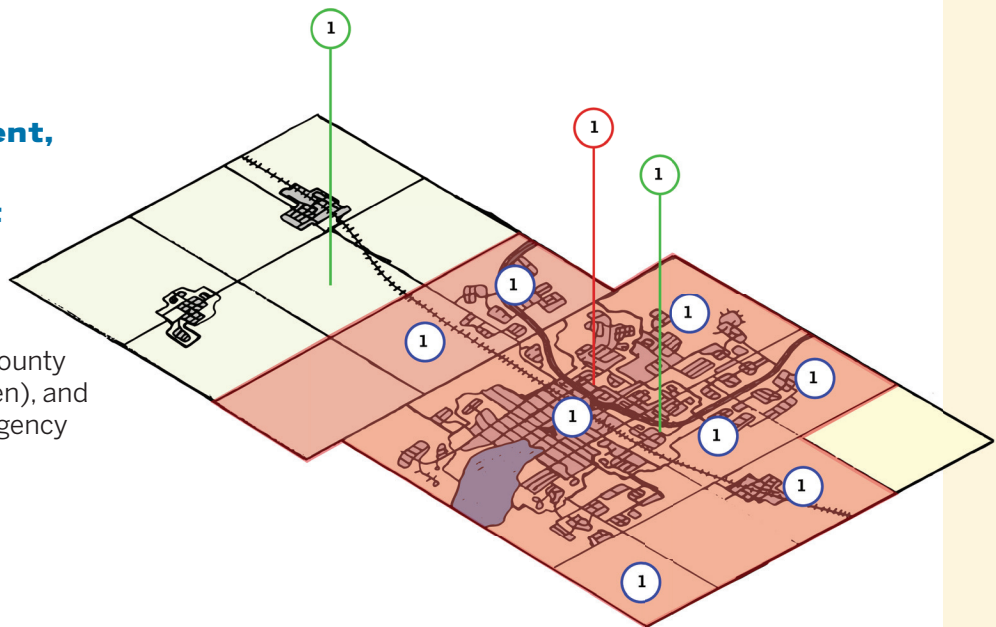
## II. MPO Overview

Another form of representation within MPOs is the weighted apportionment method. Although different within each MPO, this method typically distributes votes to committee members based on the population of the agency or municipality they serve. Viewed as a way of ensuring equal representation for residents across the MPO service area, this method is less common as assigning values for a weighted voting scheme can be difficult to manage<sup>13</sup>.

These two apportionment methods are illustrated below:

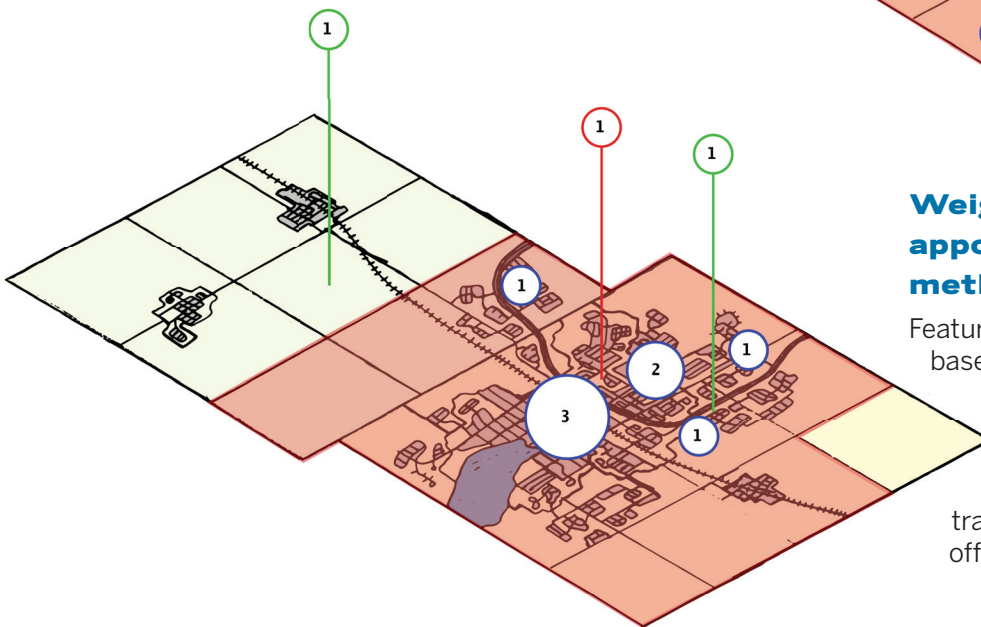
### 'One-government, one-vote' apportionment method

Features eight local elected officials (blue), two county commissioners (green), and one transportation agency official (red)



### Weighted apportionment method

Features eight elected officials based on municipality population (blue), two county commissioners (green), and one transportation agency official (red)



## II. MPO Overview

The composition of an MPO's governing body directly impacts the transportation projects undertaken within a region.

This can result in competing interests, leading to “transit vs. highway priorities, air quality conformance vs. pressures for community and economic development, and competition among communities for transportation projects”<sup>14</sup>.

In balancing these local interests, MPOs are also tasked with consulting the public and other invested organizations within the region.



**MPO governing bodies have to balance local and often competing interests, such as public transportation versus highway improvements.**



USC 134 (i)(5) requires MPOs to consult with state and local agencies involved in land use, natural resources, environmental protection, and historical preservation.

USC 134 (i)(6) also mandates the participation of the general public in developing transportation plans.

Garnering feedback from regional residents allows the MPO's governing body to make better-informed decisions and represents the federal-local intergovernmental collaboration central to MPOs' purpose as institutions.

## II. MPO Overview

### C. MPO Planning Process

MPOs are required to develop transportation improvement programs and long-range plans in accordance with USC 134 (c)(1). According to USC 134 (a)(3), these documents must be developed using a “continuing, cooperative, and comprehensive” planning process.

Following the required “3-C’s” planning method, all MPOs are mandated to create three documents that outline the region’s projects and priorities for the future. These documents are required to be “fiscally constrained”, requiring financial analyses to demonstrate the feasibility of included projects<sup>15</sup>. These documents and their purposes are expanded on below:

**Long-Range Transportation Plan (LRTP)** – Identifies regionally-important transportation facilities and how the MPO will manage and operate these systems over a 20-year period. This document is developed by considering regional characteristics such as demographics, land use, environment, and local economy and how a multi-modal transportation system bolsters the quality of life within the region.

**Transportation Improvement Program (TIP)** – Outlines the projects anticipated to be completed within a four-year period, the TIP establishes a prioritized list of federally-funded projects. These projects must be consistent with those in the LRTP and must be updated at least every four years.

**Unified Planning Work Program (UPWP)** – Annual document that identifies prioritized projects and lists the work activities performed by the MPO within the fiscal year. The UPWP must include funding breakdowns and schedules for each project as well as which organizations are involved in spending these federal funds.

## II. MPO Overview

The MPO planning process must consider numerous factors in improving transportation and environmental facilities within the service area.

USC 134 (h)(1) addresses these items below:

### **USC 134 (h)(1)**

*The metropolitan planning process for a metropolitan planning area under this section shall provide for the consideration of projects and strategies that will ...*

- A.) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**
- B.) Increase the safety of the transportation system for motorized and nonmotorized users**
- C.) Increase the security of the transportation system for motorized and nonmotorized users**
- D.) Increase the accessibility and mobility of people and for freight**
- E.) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns**
- F.) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**
- G.) Promote efficient system management and operation**
- H.) Emphasize the preservation of the existing transportation system**
- I.) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation**
- J.) Enhance travel and tourism**

These factors are oriented toward developing infrastructure and programming that bolsters the region's quality of life, improves public health and safety, emphasizes a multi-modal transportation system, and enhances the movement of goods and freight between other regions. Along with the "3-C's" planning method, these considerations are central in developing MPO's LRTP, TIP, and UPWP documents.

To measure their success in satisfying these factors, MPOs are required to establish performance metrics. USC 134 (h)(2) requires MPOs and states to develop performance targets used in measuring progress within the region. This provides data that is used by the MPO in developing and refining future projects.

## II. MPO Overview

### D. MPO Funding Sources

While MPOs act as the primary conduit for federal transportation funds, there is considerable involvement and interplay with state DOTs and other agencies in distributing these funds. The nuances and complexities of federal and state transportation funding are extensive, and this section simply seeks to identify the funding MPOs receive and how they apply it within their service areas. Federal transportation funding is largely derived from congressional apportionments and the Federal Highway Trust Fund<sup>16</sup>. Some of these funds are broken into numerous groups with specific focuses, such as metropolitan and statewide planning funds, urbanized and rural area formula grants, and congestion and air quality funds. A few primary funding types pertinent to MPOs are listed below:

#### **Section 5303/5304: Metropolitan and Statewide**

**Planning Funds** – Funding for multi-modal transportation planning in metropolitan areas and states. Requires the “3-C’s” planning method and seeks to satisfy the items listed in USC 134 (h)(1). Sometimes combined with Metropolitan Planning Funds, 5303 funds are often passed on to local transit providers within an MPO service area<sup>17</sup>

**FHWA Metropolitan Planning Funds** – Funds planning and design programs within metropolitan areas. They are sometimes combined with Section 5303 funds<sup>17</sup>

#### **Section 5307: Urbanized Area Formula Grants** –

Applied in Urbanized Areas, funds used for planning and design studies, capital projects, and certain public transit operating expenses

**Section 5311: Formula Grants for Rural Areas** – Funds applied in rural and non-urbanized areas, funds used for planning and design studies, capital projects, and certain public transit operating expenses

While eventually reaching MPOs, federal funds are first distributed to state DOTs<sup>2</sup>, which then disburse the funds to MPOs based on formulas agreed upon by the state, MPO, and the FHWA. Although each state is different, all formulas must consider population, air quality attainment, metropolitan transportation needs, and other factors to determine the distribution of these federal transportation funds<sup>18</sup>.

## II. MPO Overview

### What Roads are Eligible for Federal Aid?

The FHWA identifies roadways based on a ranked classification system. The following roadway types are eligible for federal funding:

#### Interstates

Limited access freeways of the Dwight D. Eisenhower Interstate System. Here, Interstate 196 winds near Adams Street east of Holland.



#### Freeways and Expressways

Function as limited-access roadways, often grade-separated at intersections. Here, US-31 is shown looking south near Lakewood Avenue in Holland Township.



... continued on next page

## II. MPO Overview

### Major Arterials

Regional roadways that support high traffic volumes, usually not grade-separated. Here, traffic lines up on westbound Chicago Drive near Holland.



### Minor Arterials

Provide connections to higher level arterial roads and freeways, typically feature high speeds. Here, vehicles travel northbound on 120th Avenue in Olive Township.



### Collector Roads

Roads that gather traffic from local roads and channel them onto the arterial and freeway road network. Usually neighborhood through-streets that connect to major and minor arterials. Aniline Avenue in Holland Township is pictured below.



These road classifications form the basis of the county's road network, as freeways, major city streets, and rural county roads are all eligible for federal funding. The only roadway classification not covered by federal aid are local roads, such as neighborhood streets and residential cul-de-sacs<sup>19</sup>.



## II. MPO Overview

Federal funding sources typically provide 80 percent of funding toward eligible projects, requiring the remaining 20 percent to come from state and local governments. Public Act 51 of 1951 created the Michigan Transportation Fund (MTF) and determines how funds collected in-state are distributed among local units of government and road agencies<sup>19</sup>. Sec. 247.661(e) of Public Act 51 establishes a local match program to use with federal transportation funds on roadways eligible for federal aid.



**Public Act 51 of 1951 created the Michigan Transportation Fund (MTF) and determines how funds collected in-state are distributed among local units of government and road agencies.**

While federal and state funding cover many infrastructure and programming projects, MPO's often require additional funding sources to cover operations and planning services. These are collected through membership dues from local jurisdictions and other agencies served by the MPO<sup>2</sup>. Membership dues are collected either on a per-capita basis (funding is tied to population of the municipality) or a fixed fee (all municipalities pay the same amount)<sup>17</sup>. Some MPOs also generate revenue from services, such as producing special reports and facility rentals.

## II. MPO Overview

### E. Other Important Agencies

Discussing MPOs in Ottawa County requires a brief understanding of other intergovernmental agencies unique to Michigan. Regional Planning Agencies, County Road Commissions, and County Planning Departments are discussed below:

**Regional Planning Agencies (RPA)** – Enabled by the Michigan Regional Planning Act of 1945, many of these entities were created during the 1970s to coordinate regional planning efforts across the state<sup>20</sup>. With 14 RPAs in Michigan, many of these agencies manage economic and community development programs as well as administer the state’s Rural Task Force program<sup>21</sup>. While typically focusing on rural areas of the state, some RPAs in urbanized areas are also MPOs, such as SEMCOG in southeast Michigan and WMSRDC along the Lake Michigan shoreline. The West Michigan Regional Planning Commission (WMRPC) is the designated RPA for Ottawa County but does not serve as an MPO.

**County Road Commissions** – Originating in the early 1900s, road commissions are separate agencies responsible for the construction and maintenance of all county primary roads. The Ottawa County Road Commission is separate from county government, although road commissioners are appointed by the county board of commissioners. Overseeing 90,000 miles of Michigan’s roadway system<sup>2</sup>, county road commissions are important organizations and are key players within Michigan transportation planning.

**County Planning Departments** – Counties are granted administrative control of zoning and land use planning via the Michigan Zoning Enabling Act and the Michigan Planning Enabling Act. However, due to Michigan’s strong home-rule structure<sup>20</sup>, land use controls are often delegated to local units of government. Many Michigan counties retain land use oversight and feature planning departments that perform zoning administration and regional planning initiatives. In Ottawa County, zoning and land use decisions are controlled at the local level.

## III. Transportation Planning in Ottawa County



With 3 separate urban areas, Ottawa County is the only county in Michigan with 3 MPOs operating within its boundaries. These MPOs and the municipalities they serve within Ottawa County are listed below, with an accompanying graphic on the next page. Colors below correspond with the graphic.



### **Macatawa Area Coordinating Council (MACC)**

Serves the following municipalities:

- Park Township
- Holland Township
- Olive Township
- Port Sheldon Township
- Zeeland Township
- City of Holland
- City of Zeeland



### **Grand Valley Metropolitan Council (GVMC)**

Serves the following municipalities within Ottawa County:

- Tallmadge Township
- Georgetown Township
- City of Hudsonville
- Jamestown Township
- Allendale Township
- Part of Blendon Township
- Part of Wright Township



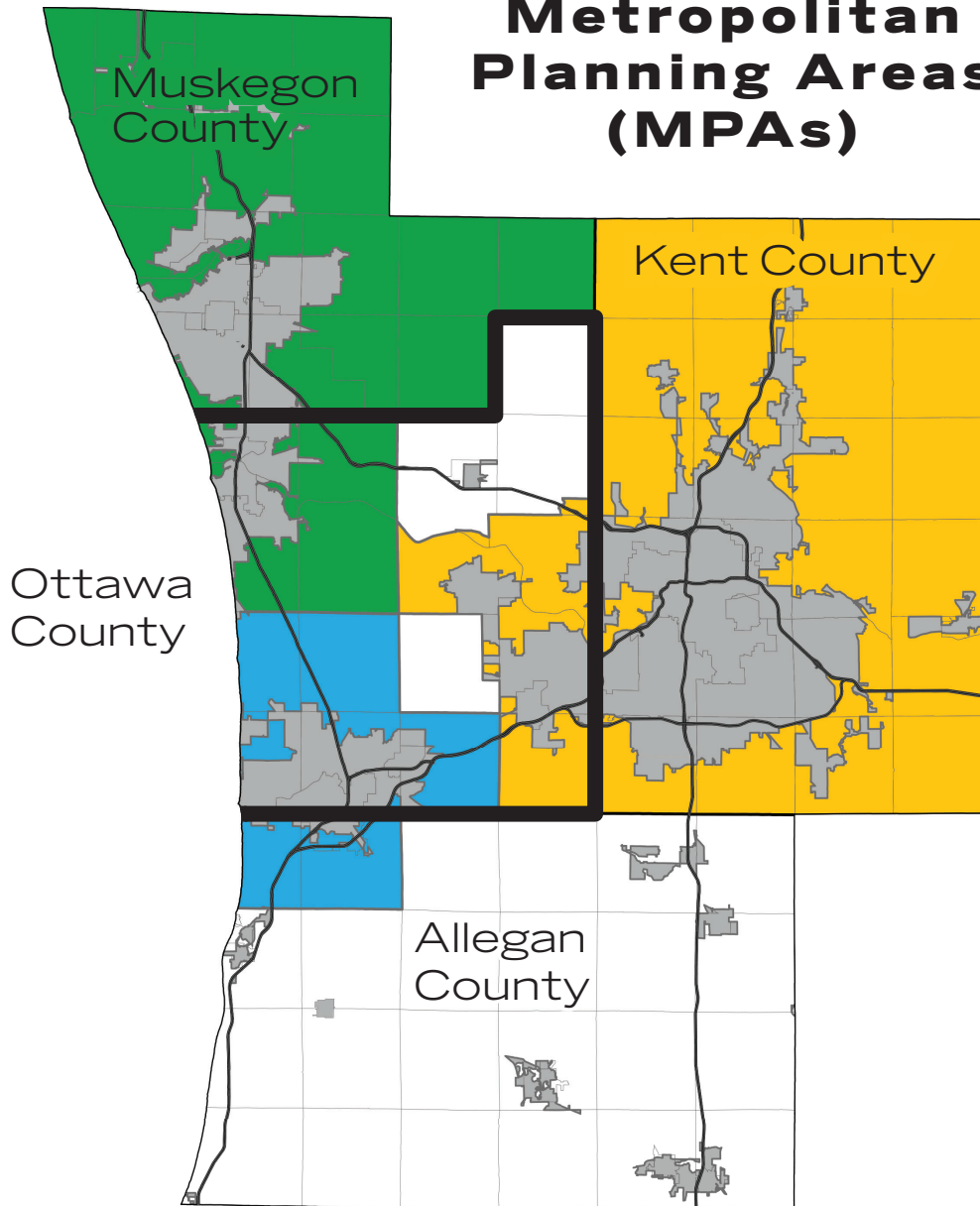
### **West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)**

Serves the following municipalities within Ottawa County:

- City of Ferrysburg
- City of Grand Haven
- Grand Haven Township
- Spring Lake Township
- Spring Lake Village
- Robinson Township
- Crockery Township

### III. Transportation Planning in Ottawa County

## West Michigan Metropolitan Planning Areas (MPAs)



-  Grand Valley Metropolitan Council (GVMC)
-  Macatawa Area Coordinating Council (MACC)
-  West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)
-  Urbanized Area (UA)

## III. Transportation Planning in Ottawa County

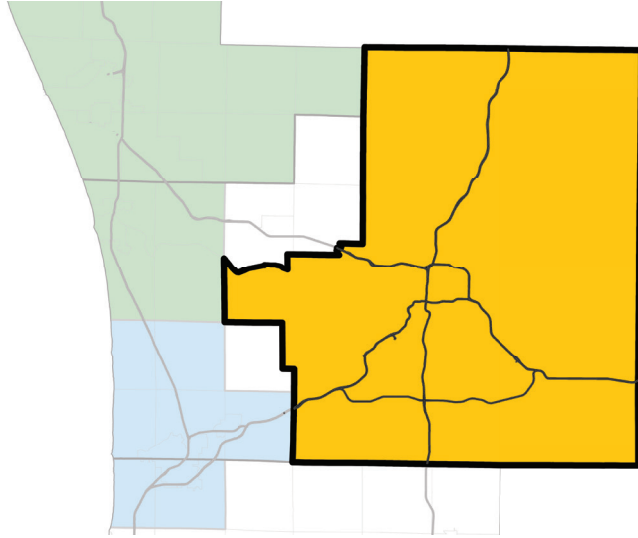
### Grand Valley Metropolitan Council (GVMC)

Founded in 1990, the Grand Valley Metropolitan Council (GVMC) provides transportation and environmental planning services and administers a regional GIS system for local units of government within its metropolitan planning area (MPA).

GVMC serves Kent and eastern Ottawa County and works with the Interurban Transit Partnership (The Rapid) which provides public transportation in the Grand Rapids metropolitan area.

The MPA for GVMC covers 37 municipalities and serves over 780,000 people. As the largest of the three MPOs in terms of population, GVMC receives more annual funding than MACC and WMSRDC.

Due to its size and the population it serves, GVMC features a 35-member policy committee (Item B) and features a weighted voting method based on population, as units of government receive an additional vote for each 50,000 people.



#### Other Important GVMC Programs

**REGIS** Administers regional GIS operating system for local units of government.

**LOWER GRAND RIVER ORGANIZATION OF WATERSHEDS (LGROW)** Agency focused on maintaining healthy watersheds in west Michigan. Includes focus on water quality, municipal storm sewer systems, green infrastructure systems, and programming to raise awareness of water efforts.

**REGIONAL PROSPERITY INITIATIVE** A partnership between GVMC, MACC, and WMSRDC, involves identifying methods and funding sources for restoring and protecting Lake Michigan water quality.

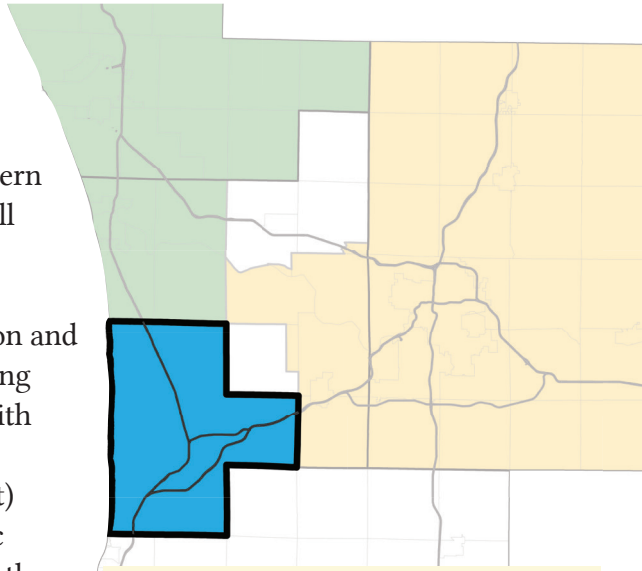
For more information and additional initiatives, visit [www.gvmc.org](http://www.gvmc.org)

# III. Transportation Planning in Ottawa County

## Macatawa Area Coordinating Council (MACC)

Organized in 1993, the Macatawa Area Coordinating Council (MACC) serves portions of southwestern Ottawa County as well as northern Allegan County. The MACC provides transportation and environmental planning services and works with the Macatawa Area Express (MAX Transit) which provides public transportation within the region. The smallest of the three MPOs serving Ottawa County, the MACC's metropolitan planning area (MPA) covers nine municipalities and serves over 124,000 people, 116,000 of which reside in Ottawa County.

The MACC features an 18-member policy committee (Item C) and utilizes a "one-government one-vote" voting method. The committee is made up of representatives from each local unit of government, representatives from Ottawa and Allegan counties, representatives from the Ottawa and Allegan County road commissions, a representative from MDOT, a representative from MAX Transit, and four at-large representatives that are elected by other committee members.



### Other Important MACC Programs

#### MACATAWA WATERSHED PROGRAM

Oversees efforts to improve water quality in Lake Macatawa and the Macatawa River. Involves stormwater management, green infrastructure systems, monitoring pollutant runoff, and programming to raise awareness of water efforts.

#### REGIONAL PROSPERITY INITIATIVE

A partnership between GVMC, MACC, and WMSRDC, involves identifying methods and funding sources for restoring and protecting Lake Michigan water quality.

For more information and additional initiatives, visit [www.the-macc.org](http://www.the-macc.org)

## III. Transportation Planning in Ottawa County

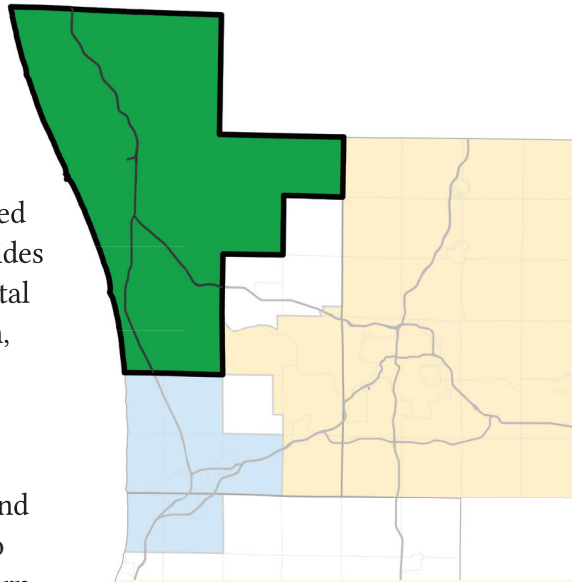
### West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)

The West Michigan Shoreline Regional Development Commission (WMSRDC) is unique among other MPOs in that it also serves as a state-enabled Regional Planning Agency (RPA). First created as an RPA in 1970, WMSRDC provides land use planning and environmental services to Lake, Mason, Muskegon, Newaygo, and Oceana Counties.

WMSRDC assumed MPO duties over the Muskegon urbanized area in 1973, providing transportation and environmental planning services to Muskegon County and later northern Ottawa County. Known as WestPlan, this two-county MPO works closely with both the Muskegon Area Transit System (MATS) and Harbor Transit. WestPlan's metropolitan planning area (MPA) covers 33 municipalities and serves over 230,000 people, 56,000 of which reside in Ottawa County.

WestPlan features a 21-member policy committee (Item D) and generally features a "one-government one-vote" voting method. Representation of Muskegon County's townships is separated between "urban" and "rural" townships, each featuring one vote on the committee. Ottawa County's "urban" townships along with both county road commissions also have one vote each on the committee.

Other voting members represent the incorporated cities, transit agencies, and counties within WestPlan's metropolitan planning area (MPA).



#### Other Important WMSRDC Programs

##### ECONOMIC DEVELOPMENT

**ANALYSES** Performs economic development studies of counties within WMSRDC boundary.

##### HAZARD MITIGATION PLANNING

Works with local units of government in developing hazard mitigation plans.

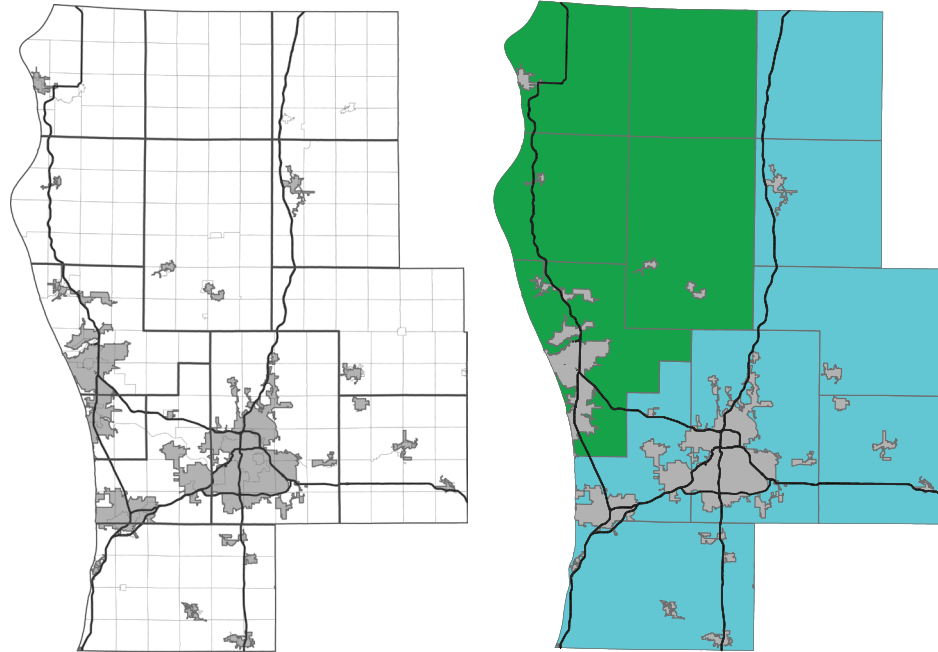
##### REGIONAL PROSPERITY INITIATIVE

A partnership between GVMC, MACC, and WMSRDC, involves identifying methods and funding sources for restoring and protecting Lake Michigan water quality.

For more information and additional initiatives, visit [www.wmsrdc.org](http://www.wmsrdc.org)

### III. Transportation Planning in Ottawa County

## Regional Planning Agencies (RPAs) in West Michigan



**West Michigan Shoreline Regional  
Development Commission/WestPlan (WMSRDC)**

**West Michigan Regional Planning  
Commission (WMRPC)**

**Urbanized Area (UA)**

#### **West Michigan Regional Planning Commission (WMRPC)**

Similar to WMSRDC, the West Michigan Regional Planning Commission is a Regional Planning Agency (RPA). Tasked with administering the Pavement Surface Evaluation and Rating (PASER) system for the region, the WMRPC works closely with MDOT in assessing road conditions and administers the rural task force that serves communities located outside of Ottawa County's three MPO service areas.

These communities include the City of Coopersville, Polkton Township, Chester Township, and parts of Blendon and Wright Township. These are reflected on the map on page 16 as areas in white.



### III. Transportation Planning in Ottawa County

#### Ottawa County Planning and Performance Improvement Department (PPID)

Tasked with providing comprehensive, coordinated planning services within the entirety of Ottawa County, the Planning and Performance Improvement Department (PPID) facilitates transportation, land use, environmental, and economic development projects across local units of government.

The PPID has coordinated efforts for numerous transportation projects, such as the M-104 Access Management Study, the Ottawa County North-South Corridor Study, and the West Michigan Transit Linkages Study. The department is also coordinating with MDOT on the proposed M-231 route through central Ottawa County and facilitates non-motorized trail connections across the county.

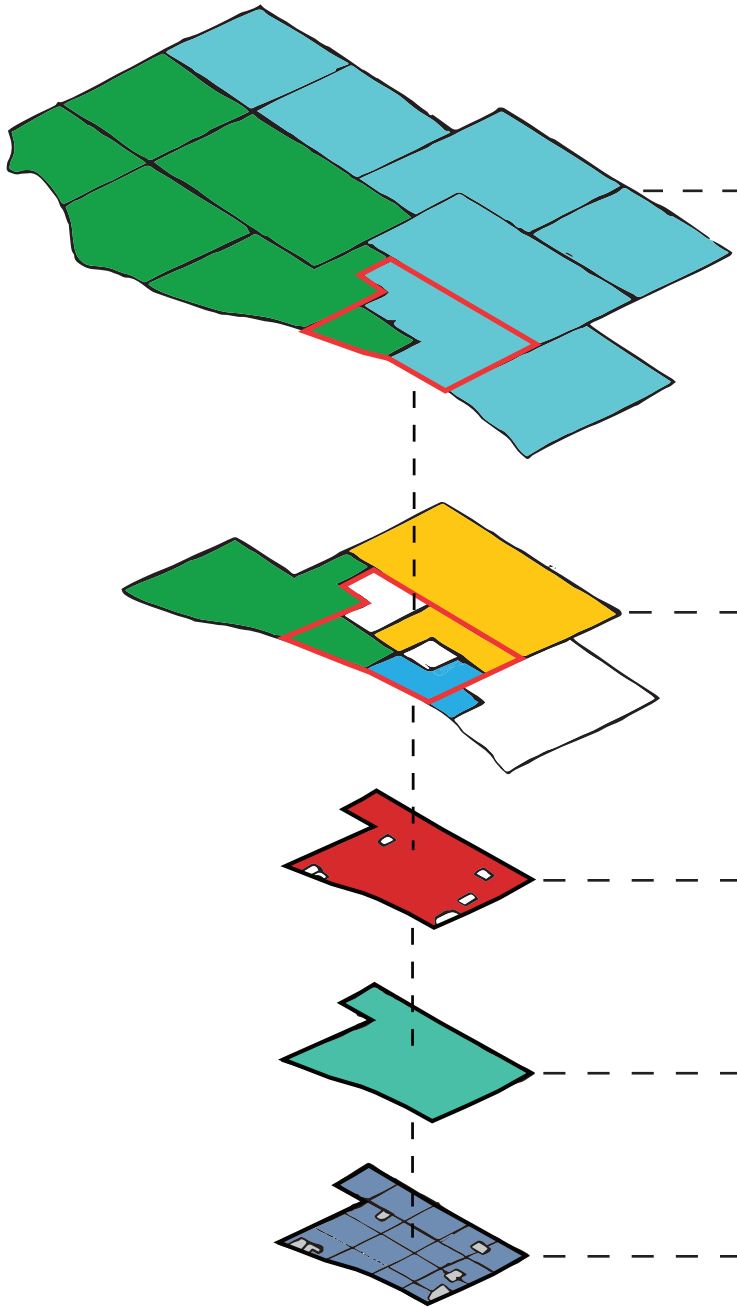
The PPID seeks to complement regional transportation efforts, emphasizing projects that have countywide importance and improve quality of life in local communities.



**A person jogs along the non-motorized trail along Ottawa Beach Road in Park Township.**

# III. Transportation Planning in Ottawa County

## The 'Layer Cake' of Regional Transportation Planning in Ottawa County



### Regional Planning Agencies (RPAs)

- West Michigan Shoreline Regional Development Commission (WMSRDC)
- West Michigan Regional Planning Commission (WMRPC)

### Metropolitan Planning Organizations (MPOs)

- Grand Valley Metropolitan Council (GVMC)
- Macatawa Area Coordinating Council (MACC)
- West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)

### County Road Commission

- Ottawa County Road Commission (OCRC)

### County Planning Department

- Ottawa County Planning and Performance Improvement Department (PPID)

### Local Units of Gov't

- 17 townships, 6 cities, 1 village

## IV. Current Considerations

**M**POs act as the primary channel for federal transportation and air quality funding within metropolitan regions. Although developed in an era of large federal programs, MPOs emphasize regional collaboration in disbursing these funds, as their policy boards and committees are composed of representatives from local governments and organizations.

As intergovernmental advisory bodies, MPOs must contend with the challenges of vertical fragmentation among the federal government, state governments, and state DOTs, as well as horizontal fragmentation between local units of government<sup>4</sup>. It's the role of MPOs to navigate this nebulous environment, bringing these various entities to the table.

The previous Ottawa County MPO Report created in 2005 cited the expansion of subdivisions and their associated traffic and commuting patterns as cause for alarm. Since then, 60,000 new residents have moved to Ottawa County, with the fastest growth in the county's suburban townships<sup>23</sup>. With increasing traffic, longer commute times, and further vehicle miles traveled, it's safe to say we face the same challenges highlighted in 2005, only compounded over the past 15 years.



**Suburban expansion in Ottawa County continues to be a cause for concern.**

## IV. Current Considerations

Land use and transportation are inseparable, as decisions in one directly impacts the other. Low-density suburban development forces automobile dependency, making alternative modes of transportation infeasible. This creates challenges in fulfilling the multi-modal transportation vision for MPOs outlined in USC 134 (h) (1), as roadway infrastructure encourages greenfield subdivision development. This results in increased traffic, which in turn leads to additional roadway expansion. Known as “induced demand”<sup>24</sup>, this phenomenon is increasingly influencing infrastructure projects in the 21st century and illustrates the importance of cooperative, multi-jurisdictional land use planning in maximizing transportation investments.

Other considerations are the MPO’s role in fostering economic development by “enabling global competitiveness, productivity, and efficiency”. With 84 percent of Michigan’s jobs and



**Low-density development forces car dependency, making alternative modes of transportation infeasible.**

86 percent of the state’s GDP created in metropolitan areas<sup>25</sup>, MPOs oversee the transportation infrastructure that fuels Michigan’s economy. In an age of increasing globalization, the economic strength of a region is contingent on how it collectively leverages its assets. Ottawa County’s strong manufacturing and agricultural sectors along with access to interstates, airports, rail connections, and Muskegon’s deep-water port positions the county to compete not only with other regions in the United States but those in other countries.

With the current federal transportation bill (Fixing America’s Surface Transportation Act of 2015) expiring in 2020, another transportation authorization bill is likely over the coming years. Concerns over carbon emissions along with increased ridership on Amtrak has spurred support for public transportation and increased passenger rail infrastructure<sup>26</sup>. Consideration for autonomous and electric vehicle infrastructure will likely be important in future transportation bills as well. While the components of this future legislation are speculative at this point, any federal transportation funding will flow through MPOs, making them central in transforming project ideas into physical infrastructure.

## V. Opportunities for Greater Collaboration

Increased communication between all three MPOs and the Ottawa County Planning and Performance Improvement Department (PPID) is desired to better achieve the county's expectations for multi-modal opportunities and land use development patterns into the 21st century.

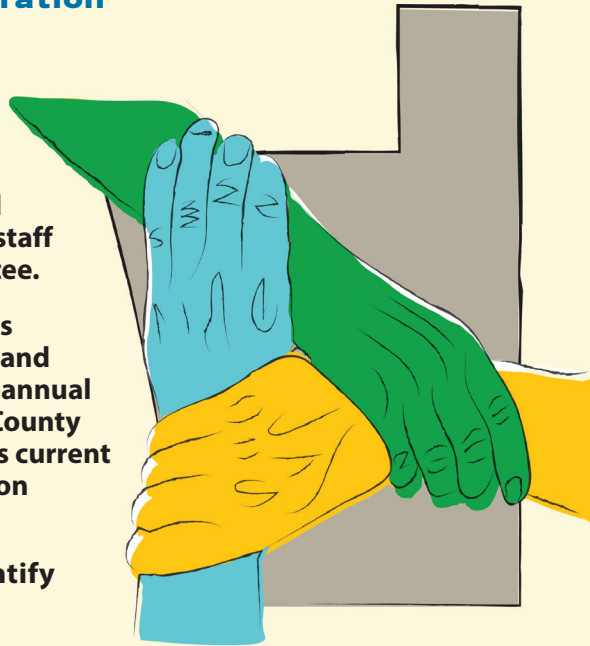
As stated in USC 134 (g)(3), MPOs are encouraged to work with regional planning entities to ensure projects fulfill the region's future vision. With MPO's primary focus on transportation-related services and the PPID's focus on land use planning, better coordination can reduce the transportation/land use divide. While Ottawa County local units of government have representation on three separate MPO governing bodies (Item I), some additional action items are listed below to improve Ottawa County's collaboration with these MPOs:

### Improving collaboration

**1** Ensure Ottawa County planning staff attend MPO Technical Committee meetings. This may require formal appointment of a PPID staff member to the committee.

**2** Extend invitations to MPO directors and staff to attend bi-annual meetings with Ottawa County planning staff to discuss current and future transportation initiatives.

**3** Continue to identify collaborative opportunities in multi-modal connectivity and corridor planning.



Strengthening the relationship between GVMC, MACC, WMSRDC, and the Ottawa County PPID will ensure a county-wide context of transportation planning is accounted for, improving the region's quality of life and ability to meet the transportation demands of the 21st century.

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## **23 USC 134: Metropolitan transportation planning**

Text contains those laws in effect on March 30, 2020

### **From Title 23-HIGHWAYS**

CHAPTER 1-FEDERAL-AID HIGHWAYS

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## **§134. Metropolitan transportation planning**

(a) **POLICY.**-It is in the national interest-

(1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between States and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

(2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

(b) **DEFINITIONS.**-In this section and section 135, the following definitions apply:

(1) **METROPOLITAN PLANNING AREA.**-The term "metropolitan planning area" means the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under subsection (e).

(2) **METROPOLITAN PLANNING ORGANIZATION.**-The term "metropolitan planning organization" means the policy board of an organization established as a result of the designation process under subsection (d).

(3) **NONMETROPOLITAN AREA.**-The term "nonmetropolitan area" means a geographic area outside designated metropolitan planning areas.

(4) **NONMETROPOLITAN LOCAL OFFICIAL.**-The term "nonmetropolitan local official" means elected and appointed officials of general purpose local government in a nonmetropolitan area with responsibility for transportation.

(5) **REGIONAL TRANSPORTATION PLANNING ORGANIZATION.**-The term "regional transportation planning organization" means a policy board of an organization established as the result of a designation under section 135(m).

(6) **TIP.**-The term "TIP" means a transportation improvement program developed by a metropolitan planning organization under subsection (j).

(7) **URBANIZED AREA.**-The term "urbanized area" means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census.

(c) **GENERAL REQUIREMENTS.**-

(1) **DEVELOPMENT OF LONG-RANGE PLANS AND TIPS.**-To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) **CONTENTS.**-The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) **PROCESS OF DEVELOPMENT.**-The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

(d) **DESIGNATION OF METROPOLITAN PLANNING ORGANIZATIONS.**-

(1) **IN GENERAL.**-To carry out the transportation planning process required by this section, a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals-

(A) by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city (based on population) as determined by the Bureau of the Census); or



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(B) in accordance with procedures established by applicable State or local law.

(2) **STRUCTURE.**-Not later than 2 years after the date of enactment of MAP-21, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of-

(A) local elected officials;

(B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and

(C) appropriate State officials.

(3) **REPRESENTATION.**-

(A) **IN GENERAL.**-Designation or selection of officials or representatives under paragraph (2) shall be determined by the metropolitan planning organization according to the bylaws or enabling statute of the organization.

(B) **PUBLIC TRANSPORTATION REPRESENTATIVE.**-Subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

(C) **POWERS OF CERTAIN OFFICIALS.**-An official described in paragraph (2)(B) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (2).

(4) **LIMITATION ON STATUTORY CONSTRUCTION.**-Nothing in this subsection shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities-

(A) to develop the plans and TIPs for adoption by a metropolitan planning organization; and

(B) to develop long-range capital plans, coordinate transit services and projects, and carry out other activities pursuant to State law.

(5) **CONTINUING DESIGNATION.**-A designation of a metropolitan planning organization under this subsection or any other provision of law shall remain in effect until the metropolitan planning organization is redesignated under paragraph (6).

(6) **REDESIGNATION PROCEDURES.**-

(A) **IN GENERAL.**-A metropolitan planning organization may be redesignated by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing planning area population (including the largest incorporated city (based on population) as determined by the Bureau of the Census) as appropriate to carry out this section.

(B) **RESTRUCTURING.**-A metropolitan planning organization may be restructured to meet the requirements of paragraph (2) without undertaking a redesignation.

(7) **DESIGNATION OF MORE THAN 1 METROPOLITAN PLANNING ORGANIZATION.**-More than 1 metropolitan planning organization may be designated within an existing metropolitan planning area only if the Governor and the existing metropolitan planning organization determine that the size and complexity of the existing metropolitan planning area make designation of more than 1 metropolitan planning organization for the area appropriate.

(e) **METROPOLITAN PLANNING AREA BOUNDARIES.**-

(1) **IN GENERAL.**-For the purposes of this section, the boundaries of a metropolitan planning area shall be determined by agreement between the metropolitan planning organization and the Governor.

(2) **INCLUDED AREA.**-Each metropolitan planning area-

(A) shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan; and

(B) may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census.

(3) **IDENTIFICATION OF NEW URBANIZED AREAS WITHIN EXISTING PLANNING AREA BOUNDARIES.**-The designation by the Bureau of the Census of new urbanized areas within an existing metropolitan planning area shall not require the redesignation of the existing metropolitan planning organization.

(4) **EXISTING METROPOLITAN PLANNING AREAS IN NONATTAINMENT.**-

(A) **IN GENERAL.**-Notwithstanding paragraph (2), except as provided in subparagraph (B), in the case of an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.) as of the date of enactment of the SAFETEA-LU, the boundaries of the metropolitan planning area in existence as of such date of enactment shall be retained.

(B) **EXCEPTION.**-The boundaries described in subparagraph (A) may be adjusted by agreement of the Governor and affected metropolitan planning organizations in the manner described in subsection (d)(6).

(5) **NEW METROPOLITAN PLANNING AREAS IN NONATTAINMENT.**-In the case of an urbanized area designated after the date of enactment of the SAFETEA-LU, as a nonattainment area for ozone or carbon monoxide, the boundaries

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of the metropolitan planning area-

- (A) shall be established in the manner described in subsection (d)(1);
- (B) shall encompass the areas described in paragraph (2)(A);
- (C) may encompass the areas described in paragraph (2)(B); and
- (D) may address any nonattainment area identified under the Clean Air Act (42 U.S.C. 7401 et seq.) for ozone or carbon monoxide.

(f) COORDINATION IN MULTISTATE AREAS.-

(1) IN GENERAL.-The Secretary shall encourage each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area.

(2) INTERSTATE COMPACTS.-The consent of Congress is granted to any 2 or more States-

- (A) to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and
- (B) to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

(3) RESERVATION OF RIGHTS.-The right to alter, amend, or repeal interstate compacts entered into under this subsection is expressly reserved.

(g) MPO CONSULTATION IN PLAN AND TIP COORDINATION.-

(1) NONATTAINMENT AREAS.-If more than 1 metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs required by this section.

(2) TRANSPORTATION IMPROVEMENTS LOCATED IN MULTIPLE MPOS.-If a transportation improvement, funded from the Highway Trust Fund or authorized under chapter 53 of title 49, is located within the boundaries of more than 1 metropolitan planning area, the metropolitan planning organizations shall coordinate plans and TIPs regarding the transportation improvement.

(3) RELATIONSHIP WITH OTHER PLANNING OFFICIALS.-

(A) IN GENERAL.-The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

(B) REQUIREMENTS.-Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the metropolitan area that are provided by-

- (i) recipients of assistance under chapter 53 of title 49;
- (ii) governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide nonemergency transportation services; and
- (iii) recipients of assistance under section 204.

(h) SCOPE OF PLANNING PROCESS.-

(1) IN GENERAL.-The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will-

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and nonmotorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation;
- (H) emphasize the preservation of the existing transportation system;
- (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (J) enhance travel and tourism.

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## (2) PERFORMANCE-BASED APPROACH.-

(A) IN GENERAL.-The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in section 150(b) of this title and the general purposes described in section 5301 of title 49.

### (B) PERFORMANCE TARGETS.-

#### (i) SURFACE TRANSPORTATION PERFORMANCE TARGETS.-

(I) IN GENERAL.-Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.

(II) COORDINATION.-Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.

(ii) PUBLIC TRANSPORTATION PERFORMANCE TARGETS.-Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) TIMING.-Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) INTEGRATION OF OTHER PERFORMANCE-BASED PLANS.-A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(3) FAILURE TO CONSIDER FACTORS.-The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

## (i) DEVELOPMENT OF TRANSPORTATION PLAN.-

### (1) REQUIREMENTS.-

(A) IN GENERAL.-Each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area in accordance with the requirements of this subsection.

### (B) FREQUENCY.-

(i) IN GENERAL.-The metropolitan planning organization shall prepare and update such plan every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:

(I) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)).

(II) Any area that was nonattainment and subsequently designated to attainment in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407(d)(3)) and that is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

(ii) OTHER AREAS.-In the case of any other area required to have a transportation plan in accordance with the requirements of this subsection, the metropolitan planning organization shall prepare and update such plan every 5 years unless the metropolitan planning organization elects to update more frequently.

(2) TRANSPORTATION PLAN.-A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, the following:

### (A) IDENTIFICATION OF TRANSPORTATION FACILITIES.-

(i) IN GENERAL.-An identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.

(ii) FACTORS.-In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as the factors relate to a 20-year forecast period.

(B) PERFORMANCE MEASURES AND TARGETS.-A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with subsection (h)(2).

(C) SYSTEM PERFORMANCE REPORT.-A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection (h)(2), including-

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- (i) progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and
- (ii) for metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

#### (D) MITIGATION ACTIVITIES.-

(i) IN GENERAL.-A long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

(ii) CONSULTATION.-The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

#### (E) FINANCIAL PLAN.-

(i) IN GENERAL.-A financial plan that-

- (I) demonstrates how the adopted transportation plan can be implemented;
- (II) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and
- (III) recommends any additional financing strategies for needed projects and programs.

(ii) INCLUSIONS.-The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

(iii) COOPERATIVE DEVELOPMENT.-For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

(F) OPERATIONAL AND MANAGEMENT STRATEGIES.-Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

(G) CAPITAL INVESTMENT AND OTHER STRATEGIES.-Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

(H) TRANSPORTATION AND TRANSIT ENHANCEMENT ACTIVITIES.-Proposed transportation and transit enhancement activities including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.

(3) COORDINATION WITH CLEAN AIR ACT AGENCIES.-In metropolitan areas that are in nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.), the metropolitan planning organization shall coordinate the development of a transportation plan with the process for development of the transportation control measures of the State implementation plan required by that Act.

#### (4) OPTIONAL SCENARIO DEVELOPMENT.-

(A) IN GENERAL.-A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).

(B) RECOMMENDED COMPONENTS.-A metropolitan planning organization that chooses to develop multiple scenarios under subparagraph (A) shall be encouraged to consider-

- (i) potential regional investment strategies for the planning horizon;
- (ii) assumed distribution of population and employment;
- (iii) a scenario that, to the maximum extent practicable, maintains baseline conditions for the performance measures identified in subsection (h)(2);
- (iv) a scenario that improves the baseline conditions for as many of the performance measures identified in subsection (h)(2) as possible;
- (v) revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and
- (vi) estimated costs and potential revenues available to support each scenario.

(C) METRICS.-In addition to the performance measures identified in section 150(c), metropolitan planning organizations may evaluate scenarios developed under this paragraph using locally-developed measures.

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(5) CONSULTATION.-

(A) IN GENERAL.-In each metropolitan area, the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.

(B) ISSUES.-The consultation shall involve, as appropriate-

- (i) comparison of transportation plans with State conservation plans or maps, if available; or
- (ii) comparison of transportation plans to inventories of natural or historic resources, if available.

(6) PARTICIPATION BY INTERESTED PARTIES.-

(A) IN GENERAL.-Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

(B) CONTENTS OF PARTICIPATION PLAN.-A participation plan-

- (i) shall be developed in consultation with all interested parties; and
- (ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

(C) METHODS.-In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable-

- (i) hold any public meetings at convenient and accessible locations and times;
- (ii) employ visualization techniques to describe plans; and
- (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

(7) PUBLICATION.-A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

(8) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.-Notwithstanding paragraph (2)(E), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(E).

(j) METROPOLITAN TIP.-

(1) DEVELOPMENT.-

(A) IN GENERAL.-In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that-

- (i) contains projects consistent with the current metropolitan transportation plan;
- (ii) reflects the investment priorities established in the current metropolitan transportation plan; and
- (iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

(B) OPPORTUNITY FOR COMMENT.-In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

(C) FUNDING ESTIMATES.-For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.

(D) UPDATING AND APPROVAL.-The TIP shall be-

- (i) updated at least once every 4 years; and
- (ii) approved by the metropolitan planning organization and the Governor.

(2) CONTENTS.-

(A) PRIORITY LIST.-The TIP shall include a priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

(B) FINANCIAL PLAN.-The TIP shall include a financial plan that-

- (i) demonstrates how the TIP can be implemented;

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- (ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
- (iii) identifies innovative financing techniques to finance projects, programs, and strategies; and
- (iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

(C) DESCRIPTIONS.-Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

(D) PERFORMANCE TARGET ACHIEVEMENT.-The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

### (3) INCLUDED PROJECTS.-

(A) PROJECTS UNDER THIS TITLE AND CHAPTER 53 OF TITLE 49.-A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under chapter 1 of this title and chapter 53 of title 49.

#### (B) PROJECTS UNDER CHAPTER 2.-

(i) REGIONALLY SIGNIFICANT PROJECTS.-Regionally significant projects proposed for funding under chapter 2 shall be identified individually in the transportation improvement program.

(ii) OTHER PROJECTS.-Projects proposed for funding under chapter 2 that are not determined to be regionally significant shall be grouped in 1 line item or identified individually in the transportation improvement program.

(C) CONSISTENCY WITH LONG-RANGE TRANSPORTATION PLAN.-Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.

(D) REQUIREMENT OF ANTICIPATED FULL FUNDING.-The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project or the identified phase within the time period contemplated for completion of the project or the identified phase.

(4) NOTICE AND COMMENT.-Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

### (5) SELECTION OF PROJECTS.-

(A) IN GENERAL.-Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of Federally funded projects in metropolitan areas shall be carried out, from the approved TIP-

#### (i) by-

- (I) in the case of projects under this title, the State; and
- (II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and

(ii) in cooperation with the metropolitan planning organization.

(B) MODIFICATIONS TO PROJECT PRIORITY.-Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

### (6) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.-

(A) NO REQUIRED SELECTION.-Notwithstanding paragraph (2)(B)(iv), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv).

(B) REQUIRED ACTION BY THE SECRETARY.-Action by the Secretary shall be required for a State or metropolitan planning organization to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv) for inclusion in an approved TIP.

### (7) PUBLICATION.-

(A) PUBLICATION OF TIPS.-A TIP involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

#### (B) PUBLICATION OF ANNUAL LISTINGS OF PROJECTS.-

(i) IN GENERAL.-An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review.

(ii) REQUIREMENT.-The listing shall be consistent with the categories identified in the TIP.

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## (k) TRANSPORTATION MANAGEMENT AREAS.-

### (1) IDENTIFICATION AND DESIGNATION.-

(A) REQUIRED IDENTIFICATION.-The Secretary shall identify as a transportation management area each urbanized area (as defined by the Bureau of the Census) with a population of over 200,000 individuals.

(B) DESIGNATIONS ON REQUEST.-The Secretary shall designate any additional area as a transportation management area on the request of the Governor and the metropolitan planning organization designated for the area.

(2) TRANSPORTATION PLANS.-In a transportation management area, transportation plans shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators.

### (3) CONGESTION MANAGEMENT PROCESS.-

(A) IN GENERAL.-Within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies.

(B) SCHEDULE.-The Secretary shall establish an appropriate phase-in schedule for compliance with the requirements of this section but no sooner than 1 year after the identification of a transportation management area.

(C) CONGESTION MANAGEMENT PLAN.-A metropolitan planning organization serving a transportation management area may develop a plan that includes projects and strategies that will be considered in the TIP of such metropolitan planning organization. Such plan shall-

(i) develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;

(ii) identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and

(iii) identify proposed projects and programs to reduce congestion and increase job access opportunities.

(D) PARTICIPATION.-In developing the plan under subparagraph (C), a metropolitan planning organization shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

### (4) SELECTION OF PROJECTS.-

(A) IN GENERAL.-All Federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area under this title (excluding projects carried out on the National Highway System) or under chapter 53 of title 49 shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.

(B) NATIONAL HIGHWAY SYSTEM PROJECTS.-Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on the National Highway System shall be selected for implementation from the approved TIP by the State in cooperation with the metropolitan planning organization designated for the area.

### (5) CERTIFICATION.-

(A) IN GENERAL.-The Secretary shall-

(i) ensure that the metropolitan planning process of a metropolitan planning organization serving a transportation management area is being carried out in accordance with applicable provisions of Federal law; and

(ii) subject to subparagraph (B), certify, not less often than once every 4 years, that the requirements of this paragraph are met with respect to the metropolitan planning process.

(B) REQUIREMENTS FOR CERTIFICATION.-The Secretary may make the certification under subparagraph (A) if-

(i) the transportation planning process complies with the requirements of this section and other applicable requirements of Federal law; and

(ii) there is a TIP for the metropolitan planning area that has been approved by the metropolitan planning organization and the Governor.

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(C) EFFECT OF FAILURE TO CERTIFY.-

(i) WITHHOLDING OF PROJECT FUNDS.-If a metropolitan planning process of a metropolitan planning organization serving a transportation management area is not certified, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the metropolitan planning organization for projects funded under this title and chapter 53 of title 49.

(ii) RESTORATION OF WITHHELD FUNDS.-The withheld funds shall be restored to the metropolitan planning area at such time as the metropolitan planning process is certified by the Secretary.

(D) REVIEW OF CERTIFICATION.-In making certification determinations under this paragraph, the Secretary shall provide for public involvement appropriate to the metropolitan area under review.

(I) REPORT ON PERFORMANCE-BASED PLANNING PROCESSES.-

(1) IN GENERAL.-The Secretary shall submit to Congress a report on the effectiveness of the performance-based planning processes of metropolitan planning organizations under this section, taking into consideration the requirements of this subsection.

(2) REPORT.-Not later than 5 years after the date of enactment of the MAP-21, the Secretary shall submit to Congress a report evaluating-

(A) the overall effectiveness of performance-based planning as a tool for guiding transportation investments;

(B) the effectiveness of the performance-based planning process of each metropolitan planning organization under this section;

(C) the extent to which metropolitan planning organizations have achieved, or are currently making substantial progress toward achieving, the performance targets specified under this section and whether metropolitan planning organizations are developing meaningful performance targets; and

(D) the technical capacity of metropolitan planning organizations that operate within a metropolitan planning area with a population of 200,000 or less and their ability to carry out the requirements of this section.

(3) PUBLICATION.-The report under paragraph (2) shall be published or otherwise made available in electronically accessible formats and means, including on the Internet.

(m) ABBREVIATED PLANS FOR CERTAIN AREAS.-

(1) IN GENERAL.-Subject to paragraph (2), in the case of a metropolitan area not designated as a transportation management area under this section, the Secretary may provide for the development of an abbreviated transportation plan and TIP for the metropolitan planning area that the Secretary determines is appropriate to achieve the purposes of this section, taking into account the complexity of transportation problems in the area.

(2) NONATTAINMENT AREAS.-The Secretary may not permit abbreviated plans or TIPs for a metropolitan area that is in nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.).

(n) ADDITIONAL REQUIREMENTS FOR CERTAIN NONATTAINMENT AREAS.-

(1) IN GENERAL.-Notwithstanding any other provisions of this title or chapter 53 of title 49, for transportation management areas classified as nonattainment for ozone or carbon monoxide pursuant to the Clean Air Act (42 U.S.C. 7401 et seq.), Federal funds may not be advanced in such area for any highway project that will result in a significant increase in the carrying capacity for single-occupant vehicles unless the project is addressed through a congestion management process.

(2) APPLICABILITY.-This subsection applies to a nonattainment area within the metropolitan planning area boundaries determined under subsection (e).

(o) LIMITATION ON STATUTORY CONSTRUCTION.-Nothing in this section shall be construed to confer on a metropolitan planning organization the authority to impose legal requirements on any transportation facility, provider, or project not eligible under this title or chapter 53 of title 49.

(p) FUNDING.-Funds apportioned under paragraphs (5)(D) and (6) of section 104(b) of this title or section 5305(g) of title 49 shall be available to carry out this section.

(q) CONTINUATION OF CURRENT REVIEW PRACTICE.-Since plans and TIPs described in this section are subject to a reasonable opportunity for public comment, since individual projects included in plans and TIPs are subject to review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), and since decisions by the Secretary concerning plans and TIPs described in this section have not been reviewed under that Act as of January 1, 1997, any decision by the Secretary concerning a plan or TIP described in this section shall not be considered to be a Federal action subject to review under that Act.

(r) BI-STATE METROPOLITAN PLANNING ORGANIZATION.-

(1) DEFINITION OF BI-STATE MPO REGION.-In this subsection, the term "Bi-State MPO Region" has the meaning given the term "region" in subsection (a) of Article II of the Lake Tahoe Regional Planning Compact (Public Law 96-551; 94 Stat. 3234).

(2) TREATMENT.-For the purpose of this title, the Bi-State MPO Region shall be treated as-

(A) a metropolitan planning organization;

(B) a transportation management area under subsection (k); and



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(C) an urbanized area, which is comprised of a population of 145,000 in the State of California and a population of 65,000 in the State of Nevada.

(3) SUBALLOCATED FUNDING.-

(A) PLANNING.-In determining the amounts under subparagraph (A) of section 133(d)(1) that shall be obligated for a fiscal year in the States of California and Nevada under clauses (i), (ii), and (iii) of that subparagraph, the Secretary shall, for each of those States-

- (i) calculate the population under each of those clauses;
- (ii) decrease the amount under section 133(d)(1)(A)(iii) by the population specified in paragraph (2) of this subsection for the Bi-State MPO Region in that State; and
- (iii) increase the amount under section 133(d)(1)(A)(i) by the population specified in paragraph (2) of this subsection for the Bi-State MPO Region in that State.

(B) STBGP SET ASIDE.-In determining the amounts under paragraph (2) of section 133(h) that shall be obligated for a fiscal year in the States of California and Nevada, the Secretary shall, for the purpose of that subsection, calculate the populations for each of those States in a manner consistent with subparagraph (A).

(Added Pub. L. 87-866, §9(a), Oct. 23, 1962, 76 Stat. 1148 ; amended Pub. L. 91-605, title I, §143, Dec. 31, 1970, 84 Stat. 1737 ; Pub. L. 95-599, title I, §169, Nov. 6, 1978, 92 Stat. 2723 ; Pub. L. 102-240, title I, §1024(a), Dec. 18, 1991, 105 Stat. 1955 ; Pub. L. 102-388, title V, §502(b), Oct. 6, 1992, 106 Stat. 1566 ; Pub. L. 103-429, §3(5), Oct. 31, 1994, 108 Stat. 4377 ; Pub. L. 104-59, title III, §317, Nov. 28, 1995, 109 Stat. 588 ; Pub. L. 105-178, title I, §1203(a)-(m), (o), June 9, 1998, 112 Stat. 170-179 ; Pub. L. 105-206, title IX, §9003(c), July 22, 1998, 112 Stat. 839 ; Pub. L. 109-59, title VI, §6001(a), Aug. 10, 2005, 119 Stat. 1839 ; Pub. L. 110-244, title I, §101(n), June 6, 2008, 122 Stat. 1576 ; Pub. L. 112-141, div. A, title I, §1201(a), July 6, 2012, 126 Stat. 500 ; Pub. L. 114-94, div. A, title I, §1201, Dec. 4, 2015, 129 Stat. 1371 .)

## REFERENCES IN TEXT

The date of enactment of MAP-21, referred to in subsecs. (d)(2) and (l)(2), is deemed to be Oct. 1, 2012, see section 3(a), (b) of Pub. L. 112-141, set out as Effective and Termination Dates of 2012 Amendment notes under section 101 of this title.

The Clean Air Act, referred to in subsecs. (e)(4)(A), (5)(D), (g)(1), (i)(3), (m)(2), and (n)(1), is act July 14, 1955, ch. 360, 69 Stat. 322 , which is classified generally to chapter 85 (§7401 et seq.) of Title 42, The Public Health and Welfare. For complete classification of this Act to the Code, see Short Title note set out under section 7401 of Title 42 and Tables.

The date of enactment of the SAFETEA-LU, referred to in subsec. (e)(4)(A), (5), is the date of enactment of Pub. L. 109-59, which was approved Aug. 10, 2005.

The National Environmental Policy Act of 1969, referred to in subsec. (q), is Pub. L. 91-190, Jan. 1, 1970, 83 Stat. 852 , which is classified generally to chapter 55 (§4321 et seq.) of Title 42, The Public Health and Welfare. For complete classification of this Act to the Code, see Short Title note set out under section 4321 of Title 42 and Tables.

## AMENDMENTS

**2015-**Subsec. (a)(1). Pub. L. 114-94, §1201(1), substituted "people and freight," for "people and freight and" and inserted "and take into consideration resiliency needs" after "urbanized areas."

Subsec. (c)(2). Pub. L. 114-94, §1201(2), substituted ", bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers" for "and bicycle transportation facilities".

Subsec. (d)(3), (4). Pub. L. 114-94, §1201(3)(A), (B), added par. (3) and redesignated former par. (3) as (4). Former par. (4) redesignated (5).

Subsec. (d)(5). Pub. L. 114-94, §1201(A), (C), redesignated par. (4) as (5) and substituted "paragraph (6)" for "paragraph (5)". Former par. (5) redesignated (6).

Subsec. (d)(6), (7). Pub. L. 114-94, §1201(3)(A), redesignated pars. (5) and (6) as (6) and (7), respectively.

Subsec. (e)(4)(B). Pub. L. 114-94, §1201(4), substituted "subsection (d)(6)" for "subsection (d)(5)".

Subsec. (g)(3)(A). Pub. L. 114-94, §1201(5), inserted "tourism, natural disaster risk reduction," after "economic development."

Subsec. (h)(1)(I), (J). Pub. L. 114-94, §1201(6)(A), added subpars. (I) and (J).

Subsec. (h)(2)(A). Pub. L. 114-94, §1201(6)(B), substituted "and the general purposes described in section 5301 of title 49" for "and in section 5301(c) of title 49".

Subsec. (i)(2)(A)(i). Pub. L. 114-94, §1201(7)(A)(i), substituted "public transportation facilities, intercity bus facilities," for "transit,".

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Subsec. (i)(2)(G). Pub. L. 114–94, §1201(7)(A)(ii), substituted ", provide" for "and provide" and inserted ", and reduce the vulnerability of the existing transportation infrastructure to natural disasters" before period at end.

Subsec. (i)(2)(H). Pub. L. 114–94, §1201(7)(A)(iii), inserted before period at end "including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated".

Subsec. (i)(6)(A). Pub. L. 114–94, §1201(7)(B), inserted "public ports," before "freight shippers," and " (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)" after "private providers of transportation".

Subsec. (i)(8). Pub. L. 114–94, §1201(7)(C), substituted "paragraph (2)(E)" for "paragraph (2)(C)" in two places.

Subsec. (k)(3)(A). Pub. L. 114–94, §1201(8)(A), inserted "(including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects," after "reduction".

Subsec. (k)(3)(C), (D). Pub. L. 114–94, §1201(8)(B), added subpars. (C) and (D).

Subsec. (l)(1). Pub. L. 114–94, §1201(9)(A), inserted period at end.

Subsec. (l)(2)(D). Pub. L. 114–94, §1201(9)(B), substituted "with a population of 200,000 or less" for "of less than 200,000".

Subsec. (n)(1). Pub. L. 114–94, §1201(10), inserted "49" after "chapter 53 of title".

Subsec. (p). Pub. L. 114–94, §1201(11), substituted "Funds apportioned under paragraphs (5)(D) and (6) of section 104(b)" for "Funds set aside under section 104(f)".

Subsec. (r). Pub. L. 114–94, §1201(12), added subsec. (r).

**2012**-Pub. L. 112–141 amended section generally. Prior to amendment, section related to metropolitan transportation planning and consisted of subsecs. (a) to (p).

**2008**-Subsec. (f)(3)(C)(ii)(II). Pub. L. 110–244, §101(n)(1), added subcl. (II) and struck out former subcl. (II). Prior to amendment, text read as follows: "In addition to funds made available to the metropolitan planning organization for the Lake Tahoe region under other provisions of this title and under chapter 53 of title 49, 1 percent of the funds allocated under section 202 shall be used to carry out the transportation planning process for the Lake Tahoe region under this subparagraph."

Subsec. (j)(3)(D). Pub. L. 110–244, §101(n)(2), inserted "or the identified phase" after "the project" in two places.

Subsec. (k)(2). Pub. L. 110–244, §101(n)(3), struck out "a metropolitan planning area serving" before "a transportation management area,".

**2005**-Pub. L. 109–59 amended section catchline and text generally, substituting provisions relating to metropolitan transportation planning for provisions relating to, in subsec. (a), general requirements for development of transportation plans and programs for urbanized areas, in subsec. (b), designation of metropolitan planning organizations, in subsec. (c), determination of metropolitan planning area boundaries, in subsec. (d), coordination of transportation planning in multistate metropolitan areas, in subsec. (e), coordination of metropolitan planning organizations, in subsec. (f), scope of the planning process, in subsec. (g), development of a long-range transportation plan, in subsec. (h), development of a metropolitan area transportation improvement program, in subsec. (i), designation of transportation management areas, in subsec. (j), abbreviated plans and programs for areas not designated as transportation management areas, in subsec. (k), transfer of funds, in subsec. (l), additional requirements for nonattainment areas under the Clean Air Act, in subsec. (m), limitation on statutory construction, in subsec. (n), funding, and in subsec. (o), review of plans and programs under the National Environmental Policy Act of 1969.

**1998**-Subsec. (a). Pub. L. 105–178, §1203(a), reenacted heading without change and amended text of subsec. (a) generally. Prior to amendment, text read as follows: "It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems."

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Subsec. (b)(1), (2). Pub. L. 105-178, §1203(b)(1), added pars. (1) and (2) and struck out former pars. (1) and (2) which read as follows:

"(1) IN GENERAL.-To carry out the transportation planning process required by this section, a metropolitan planning organization shall be designated for each urbanized area of more than 50,000 population by agreement among the Governor and units of general purpose local government which together represent at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census) or in accordance with procedures established by applicable State or local law.

"(2) MEMBERSHIP OF CERTAIN MPO'S.-In a metropolitan area designated as a transportation management area, the metropolitan planning organization designated for such area shall include local elected officials, officials of agencies which administer or operate major modes of transportation in the metropolitan area (including all transportation agencies included in the metropolitan planning organization on June 1, 1991) and appropriate State officials. This paragraph shall only apply to a metropolitan planning organization which is redesignated after the date of the enactment of this section."

Subsec. (b)(4). Pub. L. 105-178, §1203(b)(2), reenacted heading without change and amended text of par. (4) generally. Prior to amendment, text read as follows: "Designations of metropolitan planning organizations, whether made under this section or other provisions of law, shall remain in effect until redesignated under paragraph (5) or revoked by agreement among the Governor and units of general purpose local government which together represent at least 75 percent of the affected population or as otherwise provided under State or local procedures."

Subsec. (b)(5)(A). Pub. L. 105-178, §1203(b)(3), substituted "agreement between the Governor" for "agreement among the Governor" and "government that together represent" for "government which together represent".

Subsec. (b)(6). Pub. L. 105-178, §1203(b)(4), amended heading and text of par. (6) generally. Prior to amendment, text read as follows: "More than 1 metropolitan planning organization may be designated within an urbanized area as defined by the Bureau of the Census only if the Governor determines that the size and complexity of the urbanized area make designation of more than 1 metropolitan planning organization for such area appropriate."

Subsec. (c). Pub. L. 105-178, §1203(c), inserted "Planning" before "Area" in subsec. heading, designated first sentence as par. (1), inserted par. heading, and inserted "planning" before "area", added pars. (2) to (4), realigned margins, and struck out at end "Each metropolitan area shall cover at least the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census. For areas designated as nonattainment areas for ozone or carbon monoxide under the Clean Air Act, the boundaries of the metropolitan area shall at least include the boundaries of the nonattainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor."

Subsec. (d). Pub. L. 105-178, §1203(d), reenacted heading without change and amended text of subsec. (d) generally. Prior to amendment, text read as follows:

"(1) IN GENERAL.-The Secretary shall establish such requirements as the Secretary considers appropriate to encourage Governors and metropolitan planning organizations with responsibility for a portion of a multi-State metropolitan area to provide coordinated transportation planning for the entire metropolitan area.

"(2) COMPACTS.-The consent of Congress is hereby given to any 2 or more States to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as such activities pertain to interstate areas and localities within such States and to establish such agencies, joint or otherwise, as such States may deem desirable for making such agreements and compacts effective."

Subsec. (e). Pub. L. 105-178, §1203(e), substituted "MPOs" for "MPO's" in subsec. heading, designated existing provisions as par. (1) and inserted par. heading, added par. (2), and realigned margins.

Subsec. (f). Pub. L. 105-178, §1203(f), amended heading and text of subsec. (f) generally, substituting provisions relating to scope of planning process for provisions relating to factors to be considered in developing transportation plans and programs.

Subsec. (g). Pub. L. 105-178, §1203(g)(6), substituted "Long-Range Transportation Plan" for "Long Range Plan" in heading.

Subsec. (g)(1). Pub. L. 105-178, §1203(g)(8), substituted "long-range transportation plan" for "long range plan".

Subsec. (g)(2). Pub. L. 105-178, §1203(g)(1), (7), (8), substituted "Long-range transportation plan" for "Long range plan" in heading and substituted "long-range transportation plan" for "long range plan" and "contain, at a minimum, the following" for " , at a minimum" in introductory provisions.

Subsec. (g)(2)(A). Pub. L. 105-178, §1203(g)(2), (8), substituted "An identification of" for "Identify" and "long-range transportation plan" for "long range plan".

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Subsec. (g)(2)(B). Pub. L. 105–178, §1203(g)(3), added subpar. (B) and struck out former subpar. (B) which read as follows: "Include a financial plan that demonstrates how the long-range plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any innovative financing techniques to finance needed projects and programs, including such techniques as value capture, tolls and congestion pricing."

Subsec. (g)(3). Pub. L. 105–178, §1203(g)(8), substituted "long-range transportation plan" for "long range plan".

Subsec. (g)(4). Pub. L. 105–178, §1203(g)(4), (8), substituted "long-range transportation plan" for "long range plan" in two places and inserted "freight shippers, providers of freight transportation services," after "transportation agency employees," and "representatives of users of public transit," after "private providers of transportation,".

Subsec. (g)(5). Pub. L. 105–178, §1203(g)(7), (8), substituted "long-range transportation plan" for "long range plan" in heading and in introductory provisions.

Subsec. (g)(6). Pub. L. 105–178, §1203(g)(5), added par. (6).

Subsec. (h). Pub. L. 105–178, §1203(h), amended heading and text of subsec. (h) generally. Prior to amendment, text related to transportation improvement program, providing for development of program, priority and selection of projects, major capital investments, requirement of inclusion of projects within area proposed for funding, and provision of reasonable notice and opportunity to comment for interested citizens.

Subsec. (h)(5)(A). Pub. L. 105–178, §1203(o), as added by Pub. L. 105–206, §9003(c), struck out "for implementation" after "federally funded projects" in introductory provisions.

Subsec. (i)(1). Pub. L. 105–178, §1203(i)(1), reenacted heading without change and amended text of par. (1) generally. Prior to amendment, text read as follows: "The Secretary shall designate as transportation management areas all urbanized areas over 200,000 population. The Secretary shall designate any additional area as a transportation management area upon the request of the Governor and the metropolitan planning organization designated for such area or the affected local officials. Such additional areas shall include upon such a request the Lake Tahoe Basin as defined by Public Law 96–551."

Subsec. (i)(4). Pub. L. 105–178, §1203(i)(2), reenacted heading without change and amended text of par. (4) generally. Prior to amendment, text read as follows: "All projects carried out within the boundaries of a transportation management area with Federal participation pursuant to this title (excluding projects undertaken on the National Highway System and pursuant to the bridge and Interstate maintenance programs) or pursuant to chapter 53 of title 49 shall be selected by the metropolitan planning organization designated for such area in consultation with the State and in conformance with the transportation improvement program for such area and priorities established therein. Projects undertaken within the boundaries of a transportation management area on the National Highway System or pursuant to the bridge and Interstate maintenance programs shall be selected by the State in cooperation with the metropolitan planning organization designated for such area and shall be in conformance with the transportation improvement program for such area."

Subsec. (i)(5). Pub. L. 105–178, §1203(i)(3), reenacted heading without change and amended text of par. (5) generally. Prior to amendment, text read as follows: "The Secretary shall assure that each metropolitan planning organization in each transportation management area is carrying out its responsibilities under applicable provisions of Federal law, and shall so certify at least once every 3 years. The Secretary may make such certification only if (1) a metropolitan planning organization is complying with the requirements of this section and other applicable requirements of Federal law, and (2) there is a transportation improvement program for the area that has been approved by the metropolitan planning organization and the Governor. If after September 30, 1993, a metropolitan planning organization is not certified by the Secretary, the Secretary may withhold, in whole or in part, the apportionment under section 104(b)(3) attributed to the relevant metropolitan area pursuant to section 133(d)(3) and capital funds apportioned under the formula program under section 5336 of title 49. If a metropolitan planning organization remains uncertified for more than 2 consecutive years after September 30, 1994, 20 percent of the apportionment attributed to that metropolitan area under section 133(d)(3) and capital funds apportioned under the formula program under section 5336 of title 49 shall be withheld. The withheld apportionments shall be restored to the metropolitan area at such time as the metropolitan planning organization is certified by the Secretary. The Secretary shall not withhold certification under this section based upon the policies and criteria established by a metropolitan planning organization or transit grant recipient for determining the feasibility of private enterprise participation in accordance with section 5306(a) of title 49."

Subsec. (j). Pub. L. 105–178, §1203(j), reenacted heading without change and amended text of subsec. (j) generally. Prior to amendment, text read as follows: "For metropolitan areas not designated as transportation management areas under this section, the Secretary may provide for the development of

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abbreviated metropolitan transportation plans and programs that the Secretary determines to be appropriate to achieve the purposes of this section, taking into account the complexity of transportation problems, including transportation related air quality problems, in such areas. In no event shall the Secretary provide abbreviated plans or programs for metropolitan areas which are in nonattainment for ozone or carbon monoxide under the Clean Air Act."

Subsec. (l). Pub. L. 105-178, §1203(k), designated existing provisions as par. (1), inserted heading, and added par. (2).

Subsec. (n). Pub. L. 105-178, §1203(l), amended heading and text of subsec. (n) generally. Prior to amendment, text read as follows: "Any funds set aside pursuant to section 104(f) of this title that are not used for the purpose of carrying out this section may be made available by the metropolitan planning organization to the State for the purpose of funding activities under section 135."

Subsec. (o). Pub. L. 105-178, §1203(m), added subsec. (o).

1995-Subsec. (f)(16). Pub. L. 104-59 added par. (16).

1994-Subsecs. (h)(5), (i)(3), (4). Pub. L. 103-429, §3(5)(A), substituted "chapter 53 of title 49" for "the Federal Transit Act".

Subsec. (i)(5). Pub. L. 103-429, §3(5)(B), substituted "section 5336 of title 49" for "section 9 of the Federal Transit Act" in two places and "section 5306(a) of title 49" for "section 8(o) of the Federal Transit Act".

Subsec. (k). Pub. L. 103-429, §3(5)(C), (D), substituted "chapter 53 of title 49" for "the Federal Transit Act" wherever appearing and "chapter 53 funds" for "Federal Transit Act funds".

Subsecs. (l), (m). Pub. L. 103-429, §3(5)(C), substituted "chapter 53 of title 49" for "the Federal Transit Act".

1992-Subsec. (k). Pub. L. 102-388 inserted at end "The provisions of title 23, United States Code, regarding the non-Federal share shall apply to title 23 funds used for transit projects and the provisions of the Federal Transit Act regarding non-Federal share shall apply to Federal Transit Act funds used for highway projects."

1991-Pub. L. 102-240 substituted section catchline for one which read: "Transportation planning in certain urban areas" and amended text generally, substituting present provisions for provisions relating to transportation planning in certain urban areas, including provisions stating transportation objectives, requiring continuing comprehensive planning process by States and local communities, and relating to redesignation of metropolitan planning organizations, designation of contiguous interstate areas as critical transportation regions and corridors, establishment of planning bodies for such regions and corridors, and authorization of appropriations.

1978-Subsec. (a). Pub. L. 95-599, §169(a), inserted provisions related to cooperation with local officials and specific considerations in the planning process.

Subsecs. (b), (c). Pub. L. 95-599, §169(b), added subsec. (b) and redesignated former subsec. (b) as (c).

1970-Pub. L. 91-605 designated existing provisions as subsec. (a), inserted provision prohibiting a highway construction project in any urban area of 50,000 or more population unless responsible public officials of such area have been consulted and their views considered with respect to the corridor, the location, and the design of the project, and added subsec. (b).

## EFFECTIVE DATE OF 2015 AMENDMENT

Amendment by Pub. L. 114-94 effective Oct. 1, 2015, see section 1003 of Pub. L. 114-94, set out as a note under section 5313 of Title 5, Government Organization and Employees.

## EFFECTIVE DATE OF 2012 AMENDMENT

Amendment by Pub. L. 112-141 effective Oct. 1, 2012, see section 3(a) of Pub. L. 112-141, set out as an Effective and Termination Dates of 2012 Amendment note under section 101 of this title.

## EFFECTIVE DATE OF 1998 AMENDMENT

Title IX of Pub. L. 105-206 effective simultaneously with enactment of Pub. L. 105-178 and to be treated as included in Pub. L. 105-178 at time of enactment, and provisions of Pub. L. 105-178, as in effect on day before July 22, 1998, that are amended by title IX of Pub. L. 105-206 to be treated as not enacted, see section 9016 of Pub. L. 105-206, set out as a note under section 101 of this title.

## EFFECTIVE DATE OF 1991 AMENDMENT

Amendment by Pub. L. 102-240 effective Dec. 18, 1991, and applicable to funds authorized to be appropriated or made available after Sept. 30, 1991, and, with certain exceptions, not applicable to funds appropriated or made available on or before Sept. 30, 1991, see section 1100 of Pub. L. 102-240, set out as a note under section 104 of this title.

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## **SCHEDULE FOR IMPLEMENTATION**

Pub. L. 109–59, title VI, §6001(b), Aug. 10, 2005, 119 Stat. 1857 , provided that: "The Secretary [of Transportation] shall issue guidance on a schedule for implementation of the changes made by this section [amending this section and section 135 of this title], taking into consideration the established planning update cycle for States and metropolitan planning organizations. The Secretary shall not require a State or metropolitan planning organization to deviate from its established planning update cycle to implement changes made by this section. Beginning July 1, 2007, State or metropolitan planning organization plan or program updates shall reflect changes made by this section."

## **DEMONSTRATION PROJECT FOR RESTRICTED ACCESS TO CENTRAL BUSINESS DISTRICT OF METROPOLITAN AREAS**

Pub. L. 95–599, title I, §155, Nov. 6, 1978, 92 Stat. 2717 , authorized Secretary of Transportation to carry out a demonstration project in a metropolitan area respecting the restriction of access of motor vehicles to the central business district during peak hours of traffic, authorized the necessary appropriations, and required progress reports and a final report and recommendations not later than three years after Nov. 6, 1978.

## **REDUCTION OF URBAN BLIGHT ADJACENT TO FEDERAL-AID PRIMARY AND INTERSTATE HIGHWAYS LOCATED IN CENTRAL BUSINESS DISTRICTS**

Pub. L. 95–599, title I, §159, Nov. 6, 1978, 92 Stat. 2718 , directed Secretary to conduct a study and submit a report to Congress not later than two years after Nov. 6, 1978, respecting the potential for reducing urban blight adjacent to Federal-aid primary and interstate highways located in central business districts.

## **URBAN SYSTEM STUDY**

Pub. L. 94–280, title I, §149, May 5, 1976, 90 Stat. 447 , directed Secretary of Transportation to conduct a study of the factors involved in planning, selection, etc., of Federal-aid urban system routes including an analysis of organizations carrying out the planning process, the status of jurisdiction over roads, programing responsibilities under local and State laws, and authority of local units, such study to be submitted to Congress within six months of May 5, 1976.

## **FRINGE PARKING DEMONSTRATION PROJECTS**

Pub. L. 90–495, §11, Aug. 23, 1968, 82 Stat. 820 , authorized Secretary to approve construction of publicly owned parking facilities under this title until June 30, 1971, as a demonstration project, authorized the Federal share of any project under this section to be 50%, prevented approval of projects by the Secretary unless the State or political subdivision thereof where the project is located can construct, maintain, and operate the facility, unless the Secretary has entered into an agreement with the State or political subdivision governing the financing, maintenance, and operation of the facility, and unless the Secretary has approved design standards for construction of the facility, defined "parking facilities", permitted a State or political subdivision to contract for the operation of such facility, prohibited approval of the project by the Secretary unless it is carried on in accordance with section 134 of this title (this section), and required annual reports to Congress on the demonstration projects approved under this section, prior to repeal by Pub. L. 91–605, title I, §134(c), Dec. 31, 1970, 84 Stat. 1734 . See section 137 of this title.

### **GRAND VALLEY METRO COUNCIL TRANSPORTATION PLANNING DIVISION COMMITTEE BYLAWS As of December 1, 2013**

#### **ARTICLE I - OFFICERS**

##### **1.1 - Composition & Election**

The officers of the Grand Valley Metro Council (GVMC) transportation planning committees shall consist of a Chairperson, Vice Chairperson and Secretary. These officers shall be elected by the officially designated Committee members at the last regular meeting of a calendar year and take office at the first regular meeting of the next year.

##### **1.2 - Chairperson**

The Chairperson shall preside at all meetings and assure that the transaction of business shall be in accordance with these bylaws. The Chairperson may appoint special committees as he/she deems necessary and shall serve as an ex-officio member of these committees.

##### **1.3 - Vice Chairperson**

The Vice Chairperson shall execute the powers and duties of the Chairperson during the absence or incapacity of the Chairperson. In the absence of the Chairperson and Vice Chairperson, the Committee shall designate a temporary Chairperson who shall perform the duties and have the powers of the Chairperson.

##### **1.4 - Term of Officers**

Officers shall be elected for a one-year term. A member may not serve more than two consecutive terms in the same office. A member, after serving two consecutive terms in the same office, shall not be elected to an office for an interim period of one year.

##### **1.5 - Officer Replacements**

The Committee shall elect a member to any vacancy or unexpired term of an officer at which time they deem necessary. The newly elected officer shall serve in this capacity until the next regular election.

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### ARTICLE II - MEETINGS

#### 2.1 - Location

All meetings shall be held in Kent or Ottawa Counties.

#### 2.2 - Order of Business

The order of business to be conducted shall be in the following sequence: Roll Call, Minutes of Previous Meeting, Petitions and Communications, Reports of Staff; Reports of Committees, Old or Unfinished Business, New Business, Committee Members Discussion Period, and Adjournment.

#### 2.3 - Agenda

The agenda for any given meeting shall be determined prior to that meeting by the Transportation Planning Division staff. All officially recognized Committee members may submit pertinent items for inclusion in the agenda. Staff shall have the responsibility for notifying all Committee members, sufficiently in advance, of an impending meeting.

#### 2.4 - Special Meetings

Special meetings shall be held whenever necessary, if, in the opinion of the Chairperson, proposed topics of discussion are of regional concern or merit full committee consideration.

#### 2.5 - Recording Duties

Secretarial and recording duties shall be performed by staff.

### ARTICLE III - COMMITTEE MEMBERSHIP

#### 3.1 - Membership

##### **Policy Advisory Committee**

The Policy Committee shall address all transportation matters related to transportation planning. The Grand Valley Metropolitan Council authorizes the Committee the following; develop and recommend to the Council, the Metropolitan Transportation Plan, Transportation Improvement Program, and the Unified Planning Work Program. The Committee is delegated the authority to amend the Metropolitan Transportation Plan and the Transportation Improvement Program. The Committee is responsible for developing policies for compliance with the federal rules and procedures. In particular, this committee shall have responsibility for assuring that GVMC transportation plans and programs comply with the 1990 Clean Air Act and Amendments, and Moving Ahead for Progress in the 21st Century (MAP-21).



## Item B

Membership on the GVMC Policy Advisory Committee shall be composed of duly elected or appointed representatives of the legally constituted political units or publicly owned transportation providers contained within the Metropolitan Area Boundary (MAB), provided that none of the representatives of political units of government may be employees of the Michigan Department of Transportation, Grand Rapids Area Transit Authority, Kent County Road Commission or Ottawa County Road Commission. As of this date, membership includes the following:

City of Cedar Springs	1
City of East Grand Rapids	1
City of Grandville	1
City of Grand Rapids	4
City of Hudsonville	1
City of Kentwood	1
City of Lowell	1
City of Rockford	1
City of Walker	1
City of Wyoming	2
Ada Township	1
Algoma Township	1
Allendale Township	1
Alpine Township	1
Byron Township	1
Caledonia Township	1
Cannon Township	1
Cascade Township	1
Courtland Township	1
Gaines Township	1
Georgetown Township	1
Grand Rapids Township	1
Jamestown Township	1
Nelson Township	1
Plainfield Township	1
Tallmadge Township	1
Village of Sand Lake	1
Village of Sparta	1
Kent County Board of Commissioners	3
Kent County Road Commission	1
Ottawa County Board of Commission	1
Ottawa County Road Commission	1
Interurban Transit Partnership	1
Kent County Aeronautics Board	1
Michigan Department of Transportation	1
Total Votes	<u>41</u>
Votes Required for Quorum =	19
Or 14 Member Units Represented.	

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### **Technical Committee**

The Technical Committee is an advisory/recommending body to the Policy Committee. The Committee is authorized to address all technical matters relating to the multi-modal transportation planning process, as well as the development of the Metropolitan Transportation Plan and the Transportation Improvement Program. Membership on the GVMC Technical Committee shall be comprised of representatives of the agencies that are members of the Policy Advisory Committee. These representatives shall have the same voting powers as representatives on the Policy Advisory Committee. Other agencies or groups having a regional focus related to transportation shall be allowed membership. The voting status of these agencies shall be of an advisory nature; however, members shall be allowed to bring issues to the GVMC Technical Committee. Membership will be reviewed on a case-by-case basis by the GVMC Policy Advisory Committee, which will make a recommendation to the GVMC Board based on reference to the public information guidelines of Moving Ahead for Progress in the 21st Century (MAP-21).

### **VOTING Members**

City of Cedar Springs  
City of East Grand Rapids  
City of Grand Rapids  
City of Grandville  
City of Hudsonville  
City of Kentwood  
City Of Lowell  
City of Rockford  
City of Walker  
City of Wyoming  
Ada Township  
Algoma Township  
Allendale Township  
Alpine Township  
Byron Township  
Caledonia Township  
Cannon Township  
Cascade Township  
Courtland Township  
Gaines Township  
Georgetown Township  
Grand Rapids Township  
Jamestown Township  
Nelson Township  
Plainfield Township  
Tallmadge Township  
Village of Sand Lake  
Village of Sparta  
Kent County Board of Commissioners

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Kent County Road Commission  
Ottawa County Board of Commissioners  
Ottawa County Road Commission  
Interurban Transit Partnership  
Michigan Department of Transportation  
Kent County Department of Aeronautics

### **ADVISORY Members**

Grand Rapids Area Chamber of Commerce  
West Michigan Environmental Action Council

Voting structure and quorum requirements are the same as of the Policy Advisory Committee.

### **3.2 - Delegates**

Each of the member units shall designate a delegate. Each delegate shall name an official alternate to represent him/her in the event of the delegate's absence from committee meetings. If neither designated representative can be present, a substitute delegate may attend and have full voting privileges. Any substitute delegate not from the same community shall have a signed proxy or have phoned in his/her proxy prior to meeting.

### **3.3 - Meeting Attendance**

A delegate, alternate, or proxy from each member unit should be present at all meetings. If a member unit fails to have a representative present for three consecutive meetings, the said unit will be notified in writing by the Chairperson.

### **3.4 - Admission of New Agencies or Organizations**

Committees may, upon request, permit additional agencies or organizations to sit on the Committee. Such organizations or agencies will be admitted as non-voting members. Admission of a new agency or organization shall require a recommendation from the Policy Advisory Committee and approval from the GVMC Board. The bylaws will be amended based on the recommendation from the Policy Advisory Committee.

## **ARTICLE IV - VOTING**

### **4.1 - Voting Structure**

Each member political unit shall be assigned one vote. Cities and townships shall have one additional vote for each 50,000 population based on the last certified census.

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### 4.2 - Quorum

A quorum shall be required before any resolution, motion, or any other official action can be formally acted upon. A quorum shall consist of designated representatives from fourteen (14) or more units comprising the Committees or nineteen (19) total votes represented. A simple majority of those present shall be required to pass a decision. Revision of bylaws shall require two-thirds of the votes present of the Policy Advisory Committee Members.

## ARTICLE V - SUBCOMMITTEES

### 5.1 - Standing Committees

One permanent subcommittee shall be established: Transportation Programming Study Group. This subcommittee will provide in-depth review for and recommendations to the Technical and Policy Committees. Items addressed by this subcommittee shall be at the direction of either the Technical or Policy Committee Chairperson. Meetings will be called by the subcommittee chairperson whenever necessary to accomplish its appointed tasks.

### 5.2 - Transportation Programming Study Group

This subcommittee shall address matters related to project selection and evaluation for the Transportation Improvement Program and Long Range Transportation Plan. This is a working subcommittee which prepares draft materials for the Technical Committee. This subcommittee is responsible for developing local guidelines for compliance with the federal rules and procedures. In particular, this committee shall have responsibility for assuring that GVMC Transportation plans and programs comply with the 1990 Clean Air Act and Amendments and Moving Ahead for Progress in the 21st Century (MAP-21).

The Composition of the Transportation Improvement Program Committee shall include the following:

City of Cedar Springs	1
City of East Grand Rapids	1
City of Grandville	1
City of Grand Rapids	2
City of Hudsonville	1
City of Kentwood	1
City of Lowell	1
City of Rockford	1
City of Walker	1
City of Wyoming	2
Village of Caledonia	1
Village of Sand Lake	1
Village of Sparta	1

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Kent County Road Commission	2
<b>Kent County Township Representative</b>	<b>1</b>
Ottawa County Road Commission	1
<b>Ottawa County Township Representative</b>	<b>1</b>
Interurban Transit Partnership	1
Kent County Aeronautics Board	1
Michigan Department of Transportation	1
Total Votes:	23

### **Voting**

Each member shall have one vote, except the Cities of Grand Rapids and Wyoming, and the Kent County Road Commission. A simple majority of those present is required to establish a position or recommendation. All position/recommendations shall be submitted to and subject to Technical Committee acceptance and confirmation.

### **5.3 - Ad-hoc Committees**

An ad-hoc committee may be appointed at any time by the Chairman of the Technical Committee to address a specific matter. Ad-hoc committees shall function for not more than (1) year. At the end of one (1) year, all responsibilities and remaining duties will be carried out by a standing subcommittee.

**RESTATED BY-LAWS**

**OF THE**

**MACATAWA AREA COORDINATING COUNCIL**

April 23, 2018

\* \* \* \* \*

**I. ESTABLISHMENT**

There shall be established and continued the Macatawa Area Coordinating Council (“MACC”) under the terms and conditions and having the characteristics set forth herein. The MACC is designated and established as an Inter-Municipality Study Committee pursuant to Michigan Public Act 200 of the Public Acts of 1957, as amended, and pursuant to an Agreement dated the 1st day of April, 1993 (“Agreement”). Any prior bylaws or rules of the MACC are superseded and revoked by the adoption of these Bylaws.

**II. PURPOSE**

The purpose of the MACC is to encourage cooperation among neighboring governmental units on all matters which have community impact. The exact subject matter over which the MACC would study and provide recommendations shall be determined by the MACC Policy Board. Such subject matter could include: land use, traffic, recreation, parks, transportation, public safety, zoning, environment, housing, social concerns, and historical and cultural

activities. The MACC shall also perform the purposes as set forth and delineated in an Agreement approved and executed by the Participants (as defined below) as an Inter-Municipality Study Committee and all purposes permitted under Act 200 of the Public Acts of 1957, as amended.

### III. COMPOSITION

The MACC shall be administered by a Policy Board (“Board”) which shall consist of the following members: one publicly elected official from each of the following nine units of government (the “City/Township Participants”): City of Holland, City of Zeeland, Holland Charter Township, Park Township, Laketown Township, Fillmore Township, Zeeland Charter Township, Olive Township, and Port Sheldon Township; one publicly elected official each from the Ottawa and Allegan Board of Commissioners (the “County Participants”); one appointed official each from the Ottawa and Allegan County Road Commissions; one appointed official from the Michigan Department of Transportation; one appointed official from the Macatawa Area Express Transportation Authority; and one to four at-large representatives elected to the Board by the other members of the Board (as provided in Article VI, below). The representatives of the Ottawa and Allegan County Road Commissions, the Michigan Department of Transportation, and the Macatawa Area Express Transportation Authority shall be designated the “Transportation Participants.”

Non-at-large members of the Board shall serve at the will of the governing body which appointed them, and each governing body may appoint and designate alternate representatives to attend meetings of the Board in the absence of the duly appointed representative.

### IV. VOTING

No representative to the Board shall be permitted to vote by proxy vote. Board representatives shall be permitted one vote each on all matters presented to the Board with the following exception: representatives of the Transportation Participants shall be permitted one vote each on matters relating to the transportation issues of the Board, and shall not vote on any issues unrelated to the transportation purposes of the MACC. For purposes of administering these Bylaws, transportation issues shall be defined to include all those issues which require approval by the Board and the Michigan Department of Transportation, including by way of illustration but not limited to the following: Unified Work Program (“UWP”); Transportation Improvement Program (“TIP”), Long Range Transportation Plan (“LRTP”), Air Quality issues and plans; all issues and projects which are funded by either the Federal Highway Administration (“FHWA”) and/or the Federal Transit Administration (“FTA”); and the Federal Aid Urban Area Boundaries and Street Functional Classifications. The Michigan Department of Transportation shall have a vote on all issues that involve project specific funds, (i.e., planning funds) that are provided by MDOT and FHWA, other than the general overhead burden of operations of the MACC.

### V. QUORUM; DECISIONS

No decision of the Board shall be made unless there is a quorum at a meeting. A quorum for Board action shall consist of eleven members for transportation issues, and nine members for non transportation issues.



### VI. OFFICERS

The Board, at its first organizational meeting and in October of each year thereafter, shall elect an Executive Committee. The Executive Committee shall consist of seven members with at least one City/Twp. Participant, at least one County Participant, at least one Transportation Participant, and at least one at-large representative. No Executive Committee member shall serve more than eight successive one-year terms. The Board, as part of such election process, shall elect from the Executive Committee a Chairperson and three Vice Chairpersons for the MACC's fiscal year. A member of the Executive Committee may hold more than one office. The Secretary and Treasurer, who shall also be elected by the Board, shall not be required to be members of the Board and may be staff or contracted employees of the MACC.

**6.1 Duties of Chairperson.** The Chairperson shall act as the principal executive officer of the Board and shall preside at all meetings of the Board. In addition, the Chairperson shall have such other powers and duties as may be prescribed by the Agreement, these Bylaws, and such additional powers and duties as may be designated by the Board.

**6.2 Duties of the Vice Chairpersons.** The three Vice Chairpersons shall perform the duties of the Chairperson in the absence or incapacity of the Chairperson, as directed by the Board.

**6.3 Duties of Secretary.** The Secretary shall be responsible for preparing and maintaining minutes of each Board meeting and for other record-keeping duties as prescribed by the Board.

**6.4 Duties of Treasurer.** The Treasurer shall generally supervise the collection, investment, and disbursement of funds as directed by the Board.

Officers shall serve for the fiscal year for which the officer was elected and thereafter until a successor is elected. An officer may be removed at any time without cause upon the affirmative vote of two-thirds of the Board. Removal of a person as an officer shall constitute removal from the Board if the officer was a member of the Board.

### **VII. STANDING SUBCOMMITTEES**

The Board may establish and dissolve subcommittees as it deems necessary from time to time. There shall be one standing subcommittee of the Board, which shall be the Technical Transportation subcommittee. The Technical Transportation subcommittee shall consist of the engineering, technical, and/or planning staffs of the units of government appointing members to the Board and others appointed from time to time by the Board. The Technical Transportation subcommittee shall not have more than one representative from each member unit of government.

#### **7.1 Subcommittee Quorum/Voting Requirements**

A majority of the members of a subcommittee shall constitute a quorum for the transaction of business before the subcommittee. Except as otherwise provided, the procedures of subcommittees shall be governed by the most recent edition of Roberts Rules of Order. All subcommittees shall meet at the call of the Chairperson of the subcommittee; upon the request of a majority of the members of the subcommittee; or upon the request of the Board. Any matter before a subcommittee shall be decided by a majority of the quorum present at the meeting of the subcommittee. Each member of a subcommittee shall be entitled to one vote on any issue before the subcommittee.

#### **7.2 Functions of the Subcommittees.**

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The functions of subcommittees are to:

- A. Make studies of and inquiries into areas of concern and interest as designated by the Board;
- B. Report information to the Board; and
- C. Prepare and submit recommendations of administrative action and proposed resolutions to the Board.

### **7.3 Removal of a Member of a Subcommittee.**

By affirmative vote of 2/3rds of the members of the Board a committee member may be removed without cause from a designated subcommittee assignment.

## **VIII. EFFECT OF DECISION**

Decisions of the Board shall be communicated in writing to the governing bodies of the members of the Board by distribution of the Board's minutes. If the decision of the Board recommends action by one or more of the units of government appointing members to the Board, the minutes of the Board shall so state.

## **IX. PROCEDURAL DECISIONS**

Procedural decisions, such as rules of order, agendas, and the like, shall be determined by the Board and shall be adopted by the Board subsequent to the adoption of these Bylaws. In the absence of such action by the Board or the application of a specific rule or procedure, the Board shall be governed by the most recent edition of Robert's Rules of Order.

## **X. MEETINGS**

The Board shall meet at least quarterly, and more frequently as determined by a majority of the members of the Board. Meetings may be rotated

among the various offices of the member units of government, as determined by the Board. All meetings of the Board shall be subject to the Michigan Open Meetings Act and documents of the MACC shall be subject to disclosure under the Michigan Freedom of Information Act.

### **XI. EXPENSES**

Costs incurred by the MACC shall be allocated among the units of government appointing members to the Board based upon the funding formula established by the Agreement or otherwise agreed upon from time to time by the MACC and the governmental unit. A budget for the MACC shall be adopted and the per capita contributions or other payments shall be paid by units of government in accordance with the Agreement or as otherwise agreed from time to time.

### **XII. AMENDMENTS OF BYLAWS**

To the extent not otherwise prohibited by law, amendments to the Bylaws shall be approved by not less than a two-thirds vote of the entire Board and a two-thirds vote of the governing bodies of the nine member units of government listed first in Article III, above. All amendments to the Bylaws must be in writing and submitted to such units of government at least fifteen days prior to any vote on such amendment.

### **WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM (WESTPLAN)**

#### **POLICY COMMITTEE BYLAWS**

##### **ARTICLE I - PURPOSE**

The West Michigan Metropolitan Transportation Planning Program (WestPlan) Metropolitan Planning Organization (MPO) is the designated MPO for the Muskegon Urbanized Area. The WestPlan Policy Committee, hereafter referred to as "Policy Committee," provides coordinated leadership and direction for the development and conduct of the continuing, cooperative and comprehensive transportation planning process in the Muskegon Urbanized Area, in accordance with the provisions of Title 23 United States Code, Section 134. The Muskegon Urbanized Area, as defined by the United States Census Bureau includes the urbanized portions of Muskegon county and northwest Ottawa County.

The Policy Committee shall constitute the forum for cooperative transportation decision making by elected officials of the general purpose governments organized to develop area wide transportation plans and programs. The Policy Committee Shall:

- Approve policy for a continuing, cooperative and comprehensive transportation planning process.
- Review and adopt the MPO Long Range Transportation Plan (LRTP) and update as necessary.
- Review and adopt the MPO Transportation Improvement Program (TIP) and review the allocation of federal eligible projects within each year of the TIP.
- Ensure the MPO LRTP and TIP Conform to the Michigan Transportation Conformity Air Quality State Implementation Plan (SIP), pursuant to Title 23 Code of Federal Regulations, Section 450 as determined in accordance with the U.S. Environmental Protection Agency conformity regulation (Title 40 code of Federal Regulations part 51).
- Review and approve the MPO unified Planning Work Program that details work activities and proposed budget.
- Adopt and implement a Public Participation Process that outlines the promotion and utilization of public involvement and is described in the Participation Plan.
- Act on recommendations of the WestPlan Technical Committee.

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- Ensure the efficient and effective Use of Federal Highway Administration (FHWA) Metropolitan Planning (PL) and Federal Transit Administration (FTA) Section 5303 funds.
- Annually certify that the Transportation Planning Process is meeting the requirements of 23 Code of Federal Regulations 450.

### ARTICLE II - MEMBERSHIP

#### Section 1. Voting Members

The Policy Committee membership shall consist of local elected officials, officials of agencies that administer or operate major modes or Systems of transportation and appropriate State and Federal transportation agencies. Voting members are listed below:

City of Ferrysburg	Harbor Transit
City of Grand Haven	Michigan Dept. of Transportation
City of Montague	Muskegon Area Transit System
City of Muskegon	Muskegon County Road Commission
City of Muskegon Heights	Muskegon County Rural Twp. Rep.
City Of North Muskegon	Muskegon County Urban Twp. Rep.
City of Norton Shores	Ottawa County Road Commission
City of Roosevelt Park	Ottawa County Urban Twp.
City of Whitehall	Village of Fruitport
County of Muskegon	Village of Spring Lake
County of Ottawa	

#### Section 2. Non-Voting Members

Non-voting members can and are encouraged to participate in all discussions. Non-voting members can recommend the consideration of motions; however, may not specifically make a motion. Non-voting members shall consist of a representative of the Federal Highway Administration and Federal Transit Administration.

#### SECTION 3. Alternate Representatives

Local governmental units and local and state agencies with membership on the Policy Committee may designate by name and in writing, alternate representative(s). Alternates of local governments must be elected officials and shall be eligible to vote in the absence of that member.

#### SECTION 4. Member Attendance

Any member that has three (3) unexcused absences in a calendar year shall be considered to have vacated his/her position, and the MPO staff shall notify their governmental unit or agency and request appropriate action to ensure its representation.

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### SECTION 5. Additional Membership

Additional non-voting members may be admitted to the Policy Committee upon approval of a majority of members present at any meeting where such membership is proposed. Addition of a non-voting member shall not be considered to constitute a change in the bylaws. Addition of voting members must follow procedures required for bylaw amendments.

## ARTICLE III - OFFICERS

### Section 1. Officers

The Policy Committee shall have a Chairperson and a Vice-Chairperson.

### Section 2. Duties of the Chairperson/Vice-Chairperson

The Chairperson shall preside at all meetings, appoint such subcommittees as shall be deemed necessary, appoint standing subcommittees with the approval of the voting membership, and perform such other duties as may be delegated by the membership. The Chairperson and Vice-Chairperson shall have the full right to propose motions and vote on all motions and resolutions. The Chairperson shall be an ex-officio member on all subcommittees.

The Vice-Chairperson shall preside at meetings in the absence of the Chairperson and perform such other duties as may be delegated by the Chairperson or the membership.

### Section 3. Election of Officer's

Election of officers Of the Policy Committee shall be annually each January. If a vacancy occurs in any of the offices during the year, the membership may fill the vacancy at any regular meeting by a simple majority vote of those present; with at least a quorum of the voting membership present at such meeting.

## ARTICLE IV - MINUTES AND RECORDS

The Policy Committee Staff is responsible for developing minutes and attendance records of all meetings of the Policy Committee and subcommittees, including all plans, programs, and other materials presented to the committee. The Policy Committee staff shall, prior to each Policy Committee meeting, include the minutes of the previous meeting with each meeting notification and agenda.

## ARTICLE V - SUBCOMMITTEES

### Section 1. Establishing Subcommittees

The Policy Committee shall establish such subcommittees as it deems necessary and

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appropriate. Subcommittees shall be established by the approval of the voting membership. Standing subcommittees may develop their own bylaws; such bylaws are subject to the approval of the Policy Committee. The Technical subcommittee is established to act in an advisory capacity to the Policy Committee on a continuing basis. Other subcommittees shall be established to address specific functional areas or individual issues as deemed appropriate. Minutes of each subcommittee meeting will be distributed to the Policy Committee members at the next Policy Committee meeting.

### ARTICLE VI - MEETINGS

#### Section 1. Regular Meetings

Regular meetings of the Policy Committee are to be scheduled in September, for the next calendar year. The schedule of regular meetings will be distributed to the Policy Committee members, made available to the public, and published on the MPO website.

#### SECTION 2. Special Meetings

Special meetings may be called by the MPO Executive Director or Policy committee Chairperson by a majority vote of the membership, or by request to the Executive Director or Chairperson by three (3) or more voting members Of the Policy Committee. A record of the request for a special meeting shall be maintained by the Policy Committee staff.

#### SECTION 3. Changes in Meetings

In the event a regular meeting needs to be rescheduled, Policy Committee staff will set a substitute meeting date. All cancellations or changes in the date of scheduled meetings, or special meetings of the Policy Committee shall be communicated to the members as promptly as practical and be noticed to the public and published on the MPO website.

#### SECTION 4. Open Meetings

All meetings shall be held at convenient and accessible locations and times in accordance with federal requirements. The meeting locations will also be at sites which comply with the Americans with Disabilities Act (ADA).

All meetings will be held in accordance with the Act 267 of the Public Acts of Michigan of 1976 known as the "Open Meeting Act."

#### SECTION 5. Notices of Meetings

Notices of all regular meetings including agenda and minutes of the previous meeting shall be mailed five (5) business days prior to a meeting. The Policy Committee staff has the responsibility of determining the Policy Committee agenda. Any voting member of the Policy Committee may contact the MPO staff and request the inclusion of a specific agenda item.



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### SECTION 8. Quorum

A quorum must be present before any formal action can be taken on agenda items. Fifty-one (51) percent of the voting membership shall constitute a quorum for purposes of conducting business.

### SECTION 9. Conduct of Meetings

Except where specific rules and procedures are set forth herein, as may be or otherwise promulgated, the most recent edition of *Robert's Rules of Order* shall govern the conduct of all meetings. It shall be the responsibility of the Chairperson to assure proper meeting procedures.

## ARTICLE IV- AMENDMENT TO BYLAWS

### SECTION 1. Procedure of Amendment

These Policy Committee bylaws may be altered, amended, or replaced at any regular or special meeting of the Policy Committee by a majority pursuant to the following process: a copy of the proposed change(s) shall be filed with the MPO Executive Director at least ten (10) business days prior to the meeting where such amendments will be introduced to the Policy Committee; action on a proposed change(s) shall be a formal agenda item at a subsequent Policy Committee meeting.

## ARTICLE VIII - EFFECTIVE DATE OF BYLAWS

Each Policy Committee member shall be given a copy of the approved bylaws. These Policy Committee bylaws were approved on **January 10, 2007**.

2020 MPO Projects in Ottawa County

Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost				
2020	32nd Avenue	Create left-turn lane from I-196 bridge to Corporate Grove Drive	Hudsonville	0.245	\$280,000	\$0	\$242,346	\$522,346				
	Greenly Street Non-Motorized Pathway	Non-motorized path from Sun Ridge Drive to 24th Avenue	Ottawa County	0.765	\$277,200	\$0	\$118,800	\$396,000				
	I-196	Reconstruction between 32nd Avenue and Kent/Ottawa County Line	MDOT	5.303	\$22,860,000	\$2,540,000	\$0	\$25,400,000				
	I-196	Install traffic surveillance cameras between 32nd Avenue and 44th Street	MDOT	4.939	\$409,250	\$90,750	\$0	\$500,000				
	I-196	Deck patch and epoxy overlay over 32nd Avenue	MDOT	0	\$328,680	\$36,520	\$0	\$365,200				
	Lake Michigan Drive	Milling and asphalt overlay between 68th Avenue and 96th Avenue	MDOT	6.095	\$659,711	\$146,289	\$0	\$806,000				
	Grand River Greenway Trail Phase II	Construct non-motorized pathway between Cottonwood Drive to Bend Area	Ottawa County	0.718	\$260,007	\$0	\$173,338	\$433,345				
	Adams Street	Asphalt overlay and shoulder widening between 24th Avenue and 48th Avenue	Ottawa County	3.022	\$676,000	\$87,223	\$686,777	\$1,450,000				
	Port Sheldon Street	Resurface between 44th Street and Main Street	Ottawa County	2.493	\$620,000	\$0	\$450,000	\$1,070,000				
	44th Street	Resurface between Chicago Drive and 8th Avenue	Ottawa County	1.685	\$400,000	\$0	\$440,000	\$840,000				
2020	Riley Street	Resurface between 32nd Avenue and 8th Avenue	Ottawa County	3.025	\$596,000	\$0	\$979,000	\$1,375,000				
<b>Grand Valley Metropolitan Council (GVMC)</b>												
2020	Quincy Street	Upgrade railroad flashers and roadway gates	CSX	0	\$292,500	\$32,500	\$0	\$325,000				
	76th Avenue	Install flashing-light signals and roadway gates	CSX	0	\$367,201	\$40,800	\$0	\$408,001				
	18th Street	Road rehabilitation between Kollen Park Drive and Lane Avenue	Holland	2.028	\$637,495	\$0	\$1,117,505	\$1,755,000				
	Waverly Road	Road rehabilitation between 18th Street and 48th Street	Holland	1.36	\$590,000	\$0	\$0	\$590,000				
	Data Collection	Macatawa Area Coordinating Council (MACC) data collection services	MACC	0	\$17,000	\$0	\$4,250	\$21,250				
	Clean Air Action Program	Macatawa Area Coordinating Council (MACC) Clean Air Action programming	MACC	0	\$40,000	\$0	\$10,000	\$50,000				
	MAX Transit Bus Replacement	Replace <30ft bus for MAX Transit	MAX Transit	0	\$440,000	\$110,000	\$0	\$550,000				
	MAX Transit Operations	MAX Transit Operations	MAX Transit	0	\$1,200,483	\$1,732,035	\$1,320,483	\$4,253,001				
	MAX Transit Operations	Twilight and Night Owl Service	MAX Transit	0	\$142,500	\$0	\$142,500	\$285,000				
	MAX Transit Bus Replacement	Replace <30ft bus for MAX Transit	MAX Transit	0	\$137,445	\$34,361	\$0	\$171,806				
	MAX Transit Bus Replacement	Replace <30ft bus for MAX Transit	MAX Transit	0	\$217,991	\$54,498	\$0	\$272,489				
	MAX Transit Computer Replacement	Replace MAX Transit hardware and software computer systems	MAX Transit	0	\$8,000	\$2,000	\$0	\$10,000				
	MAX Transit Bus Shelter Construction	Construct MAX Transit bus shelters	MAX Transit	0	\$5,000	\$2,000	\$0	\$7,000				
	MAX Transit Projects	MAX Transit project programming	MAX Transit	0	\$56,000	\$14,000	\$0	\$70,000				
	I-196 Business Loop	Road rehabilitation between US-31 and I-196	MDOT	4.941	\$1,637,000	\$359,697	\$3,303	\$2,000,000				
	Lakewood Boulevard	Road rehabilitation between 112th Avenue and 120th Avenue	Ottawa County	0.854	\$350,000	\$0	\$150,000	\$500,000				
	Ottawa Beach Road	Install traffic beacons for pedestrian crossings	Ottawa County	0.078	\$56,530	\$0	\$0	\$56,530				
	<b>Macatawa Area Coordinating Council (MACC)</b>											
2020	Lakeshore Drive	Resurface between Rosy Mound Drive and Buchanan Street	Ottawa County	2.66	\$630,959	\$0	\$570,541	\$1,201,500				
	Northshore Drive	Reconstruct between North Shore Estates Road to Ferrysburg city limits	Ferrysburg	0.643	\$286,000	\$0	\$0	\$286,000				
	Fullon Avenue	Road reconstruction	Grand Haven	0.37	\$0	\$346,545	\$482,772	\$829,317				
	Harbor Transit Bus Replacement	Purchase two replacement buses	Harbor Transit	0	\$264,000	\$66,000	\$0	\$330,000				
	Harbor Transit Bus Replacement	Purchase one replacement bus	Harbor Transit	0	\$65,000	\$16,250	\$0	\$81,250				
	Harbor Transit Outreach Programming	Programming for outreach and marketing	Harbor Transit	0	\$25,104	\$6,276	\$0	\$31,380				
	Harbor Transit Operations	Harbor Transit Operation	Harbor Transit	0	\$525,000	\$0	\$525,000	\$1,050,000				
	Harbor Transit Bus Replacement	Purchase one replacement bus	Harbor Transit	0	\$111,116	\$27,779	\$0	\$138,895				
	M-45	Milling and asphalt overlay between 120th Avenue and 96th Avenue	MDOT	6.095	\$594,409	\$129,591	\$0	\$724,000				
	M-104	Major widening	MDOT	0.31	\$6,548	\$1,452	\$0	\$8,000				
	M-104	Milling and asphalt overlay from Spring Lake Channel to Lake Avenue	MDOT	1.407	\$611,420	\$135,581	\$0	\$747,000				
	US-31	Concrete joint repair, grinding between Lake Michigan Drive and Comstock Street	MDOT	5.065	\$1,520,773	\$337,227	\$0	\$1,858,000				
	US-31	Create left turn lanes at Pierce Street, Whanns Street, and 158th Avenue	MDOT	1.048	\$708,003	\$156,997	\$0	\$865,000				
	<b>West Michigan Shoreline Regional Development Commission (WMSRDC)</b>											
					<b>2020 Federal Estimate Total</b>	<b>\$38,703,225</b>	<b>2020 State Estimate Total</b>	<b>\$6,506,371</b>	<b>2020 Local Estimate Total</b>	<b>\$7,416,615</b>	<b>2020 All Projects Estimate Total</b>	<b>\$52,626,290</b>

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## 2021 MPO Projects in Ottawa County

Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost
2021	1-196	Shoulder widening between 48th Avenue and 32nd Avenue	MDOT	6.874	\$453,600	\$50,400	\$0	\$504,000
2021	Van Buren Street	Milling and asphalt resurface between 36th Avenue and city limits	Hudsonville	0.506	\$296,700	\$0	\$96,300	\$393,000
2021	New Holland Street Non-Motorized Pathway	Construct non-motorized pathway	Hudsonville	0.274	\$151,200	\$0	\$125,146	\$276,346
2021	48th Avenue	Resurface between Bauer Road and Pierce Street	Ottawa County	2.499	\$639,895	\$0	\$272,605	\$1,112,500
2021	8th Avenue	Resurface between Jackson Street and Port Shekton Street	Ottawa County	2.286	\$694,865	\$0	\$225,435	\$920,000
<b>Grand Valley Metropolitan Council (GVMC)</b>								
Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost
2021	Paw Drive	Paw Drive bridge maintenance over Black River	Holland	0	\$292,800	\$54,900	\$18,300	\$366,000
2021	10th Street	Road reconstruction between Pine Avenue and Lincoln Avenue	Holland	0.746	\$947,949	\$0	\$2,488,000	\$3,435,949
2021	Data Collection	Macatawa Area Coordinating Council (MACC) data collection	MACC	0	\$17,000	\$0	\$4,250	\$21,250
2021	Clean Air Action Program	Macatawa Area Coordinating Council (MACC) clean air programming	MACC	0	\$40,000	\$0	\$10,000	\$50,000
2021	MAX Transit Connector Route	MAX Transit Connector Route	MAX Transit	0	\$245,000	\$82,000	\$84,000	\$411,000
2021	MAX Transit Bus Replacement	MAX Transit <30ft bus replacement	MAX Transit	0	\$98,400	\$24,600	\$0	\$123,000
2021	MAX Transit Maintenance	MAX Transit maintenance equipment costs	MAX Transit	0	\$6,000	\$2,000	\$0	\$10,000
2021	MAX Transit Vehicle	MAX Transit purchase administrative vehicle	MAX Transit	0	\$18,000	\$7,000	\$0	\$25,000
2021	MAX Transit facility Improvements	MAX Transit administrative facility improvements	MAX Transit	0	\$50,000	\$15,000	\$0	\$75,000
2021	MAX Transit Operations	MAX Transit Operating Assistance	MAX Transit	0	\$1,250,074	\$1,640,827	\$1,250,074	\$4,140,975
2021	MAX Transit Bus Replacement	MAX Transit <30ft bus replacement	MAX Transit	0	\$144,000	\$36,000	\$0	\$180,000
2021	MAX Transit Operations	Twilight and Night On/Off Service	MAX Transit	0	\$142,500	\$0	\$142,500	\$285,000
2021	MAX Transit Bus Purchase	Bus purchase	MAX Transit	0	\$56,000	\$14,000	\$0	\$70,000
2021	1-196	Shoulder widening between Byron Road and 32nd Avenue	MDOT	6.784	\$1,166,400	\$129,600	\$0	\$1,296,000
2021	US-31	Signal detection between Washington Street and James Street	MDOT	4.835	\$113,711	\$25,215	\$0	\$138,926
2021	Croswell Street	Resurfacing and addition of paved shoulders between Lakeshore Drive and US-31	Ottawa County	2.8	\$750,000	\$0	\$690,000	\$1,340,000
<b>Macatawa Area Coordinating Council (MACC)</b>								
Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost
2021	Mercury Drive	Road rehabilitation between Comstock Street and Grand Haven city limits	Ottawa County	1.712	\$450,000	\$0	\$145,000	\$595,000
2021	104th Avenue	Asphalt overlay	Ottawa County	3.99	\$690,000	\$73,179	\$1,176,821	\$1,940,000
2021	M-104	Major widening between Kruger Street and 148th Avenue	MDOT	0.31	\$468,360	\$101,940	\$0	\$560,000
2021	M-104	Bridge rehabilitation over the Spring Lake Channel	MDOT	0	\$1,350,606	\$299,493	\$0	\$1,650,099
2021	US-31	Paint, steel repair, grid deck replacement over the Grand River	MDOT	0	\$16,322,600	\$3,619,489	\$0	\$19,942,089
2021	US-31	Rehabilitate four bridges along US-31 corridor	MDOT	0	\$3,758,907	\$833,529	\$0	\$4,592,436
2021	Fulton Ave	Road Reconstruction	Grand Haven	0.37	\$415,000	\$0	\$0	\$415,000
2021	Harbor Transit Bus Replacement	Harbor Transit bus replacement	Harbor Transit	0	\$65,000	\$16,250	\$0	\$81,250
2021	Harbor Transit Outreach Programming	Programming for outreach and marketing	Harbor Transit	0	\$25,000	\$6,250	\$0	\$31,250
2021	Harbor Transit Operations	Harbor Transit Operation	Harbor Transit	0	\$55,000	\$0	\$55,000	\$1,070,000
2021	US-31	Advanced traffic signaling between Hayes Street and Lake Michigan Drive	MDOT	4.687	\$285,849	\$63,386	\$0	\$349,235
2021	US-31	Construct right turn lanes at Jackson Street	MDOT	0.198	\$379,784	\$64,216	\$0	\$444,000
<b>West Michigan Shoreline Regional Development Commission (WMSRDC)</b>								
					<b>2021 Federal Estimate Total</b>	<b>2021 State Estimate Total</b>	<b>2021 Local Estimate Total</b>	<b>2021 All Projects Estimate Total</b>
					\$32,621,900	\$7,178,974	\$7,163,431	\$46,864,305

2022 MPO Projects in Ottawa County

Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost																											
2022	I-96	Rural freeway traffic management systems in Kent and Ottawa Counties	MDOT	34.885	\$80,922	\$17,764	\$0	\$98,686																											
									2022	I-196	Reconstruction between 48th Avenue and 32nd Avenue	MDOT	6.674	\$0	\$11,340,000																				
																2022	Fillmore Street	Resurface and preservation between 48th Avenue and Taylor Street	Ottawa County	4.45	\$1,300,000	\$0	\$658,000	\$1,958,000											
																									2022	Leonard Street	Asphalt overlay and HMA resurfacing between 48th Avenue and 68th Avenue	Ottawa County	2.65	\$703,000	\$73,179	\$271,421	\$1,047,600		
2022	US-31	ITS devices and signal detection between Washington Street and James Street	MDOT	4.835	\$783,340	\$173,704	\$0	\$957,044																											
									2022	I-96	Rural freeway traffic management systems	MDOT	34.885	\$161,881	\$35,897	\$0	\$197,772																		
																		2022	Lakewood Boulevard	Resurfacing between Byron Road to 32nd Avenue	Ottawa County	6.674	\$0	\$30,860,000	\$0	\$30,860,000									
																											2022	Quincy Street Non-Motorized Pathway	Create non-motorized pathway between 88th Avenue and 98th Avenue	Ottawa County	1.035	\$245,000	\$0	\$399,000	\$644,000
																		2022	Byron Road	Bridge rehabilitation over Black River	Ottawa County	0	\$1,220,800	\$152,600	\$1,526,000										
																										2022	98th Avenue	Bridge replacement over Black River	Ottawa County	0	\$1,659,200	\$232,400	\$232,400	\$2,324,000	
																		2022	I-96	Rural freeway traffic management systems	MDOT	34.885	\$161,881	\$35,897	\$0										\$197,772
																										2022	Douglas Avenue	Planning, research and design	MACC	0	\$17,000	\$0	\$4,250	\$21,250	
																										2022	MAX Transit Bus Purchase	MAX Transit bus purchase	MAX Transit	0	\$224,000	\$56,000	\$0	\$280,000	
																										2022	MAX Transit Operations	MAX Transit New Freedom projects	MAX Transit	0	\$142,500	\$0	\$142,500	\$285,000	
																										2022	MAX Transit Bus Replacement	MAX Transit <30ft bus replacement	MAX Transit	0	\$144,000	\$36,000	\$0	\$180,000	
																										2022	I-96	Rural freeway traffic management systems	MDOT	34.885	\$161,881	\$35,897	\$0	\$197,772	
2022	Lakewood Boulevard	Resurfacing between Lakeshore Drive and 144th Avenue	Ottawa County	6.674	\$0	\$30,860,000	\$0	\$30,860,000																											
									2022	Quincy Street Non-Motorized Pathway	Create non-motorized pathway between 88th Avenue and 98th Avenue	Ottawa County	1.035	\$245,000	\$0	\$399,000	\$644,000																		
2022	Byron Road	Bridge rehabilitation over Black River	Ottawa County	0	\$1,220,800	\$152,600	\$1,526,000																												
								2022	98th Avenue	Bridge replacement over Black River	Ottawa County	0	\$1,659,200	\$232,400	\$232,400	\$2,324,000																			
2022	I-96	Rural freeway traffic management systems	MDOT	34.885	\$161,881	\$35,897	\$0										\$197,772																		
								2022	Hickory Street	Road rehabilitation between 174th Avenue to Norton Shores city limit	Ottawa County	1.912	\$580,000	\$0	\$400,000	\$980,000																			
																		2022	Dogwood Drive	Road reconstruction between 174th Avenue to Ferrysburg city limit	Ferrysburg	0.825	\$400,000	\$0	\$320,000										\$720,000
								2022	Fullon Avenue	Road reconstruction between Beacon Boulevard and Albee Street	Grand Haven	0.359	\$350,000	\$0	\$547,376	\$897,376																			
																		2022	Harbor Transit Bus Replacement	Harbor Transit bus replacement	Harbor Transit	0	\$130,000	\$32,500	\$0										\$162,500
								2022	Harbor Transit Bus Replacement	Harbor Transit bus replacement - replace two buses	Harbor Transit	0	\$195,000	\$48,750	\$0	\$243,750																			
																		2022	Harbor Transit Operations	Harbor Transit Operations	Harbor Transit	0	\$535,000	\$0	\$535,000										\$1,070,000
								2022	US-31	ITS devices and advanced traffic signal systems between Hayes Street and M-104	MDOT	4.687	\$1,390,011	\$308,232	\$0	\$1,698,243																			
																		Grand Valley Metropolitan Council (GMC)		2022 Federal Estimate Total		\$12,896,334	\$44,821,853	\$5,216,815	\$62,934,995										
								Macatawa Area Coordinating Council (MACC)		2022 Local Estimate Total		\$52,168,15	\$62,934,995																						
								West Michigan Shoreline Regional Development (WMSRD)		2022 All Projects Estimate Total		\$1,698,243	\$1,698,243																						

## 2023 MPO Projects in Ottawa County

Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost
2023	32nd Avenue	Add left turn lane	Hudsonville	0.209	\$160,000	\$0	\$40,000	\$200,000
2023	I-196	Reconstruction between 32nd Avenue to 48th Avenue	MDOT	6.674	\$10,206,000	\$1,134,000	\$0	\$11,340,000
2023	M-6	Milling and asphalt overlay between Grand Rapids city limits and South Beltline	MDOT	0	\$65,461	\$14,521	\$0	\$80,000
2023	18th Avenue	Asphalt resurface between Chicago Drive and Bauer Road	Ottawa County	2.313	\$767,005	\$0	\$207,995	\$975,000
<b>Grand Valley Metropolitan Council (GVMC)</b>								
Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost
2023	Greenly Street Non-Motorized Pathway	Create non-motorized pathway between 112th Avenue and 120th Avenue	Holland Township	1.02	\$200,000	\$0	\$303,000	\$503,000
2023	Data Collection	Macatawa Area Coordinating Council (MACC) Data Collection	MACC	0	\$17,000	\$0	\$4,250	\$21,250
2023	Clean Air Program	Macatawa Area Coordinating Council (MACC) Clean Air Action programming	MACC	0	\$35,000	\$0	\$10,000	\$45,000
2023	MAX Transit Bus Purchase	MAX Transit bus purchase	MAX Transit	0	\$224,000	\$56,000	\$0	\$280,000
2023	MAX Transit Operations	MAX Transit operations	MAX Transit	0	\$1,210,474	\$1,640,827	\$1,210,474	\$4,061,775
2023	MAX Transit New Freedom Projects	MAX Transit Twilight and Night Owl service	MAX Transit	0	\$142,500	\$0	\$142,500	\$285,000
2023	MAX Transit Capital	MAX Transit mobility management	MAX Transit	0	\$56,000	\$14,000	\$0	\$70,000
2023	MAX Transit Bus Replacement	MAX Transit -30ft bus replacement	MAX Transit	0	\$144,000	\$36,000	\$0	\$180,000
2023	I-196 Business Loop	Rehabilitation between US-31 to I-196	MDOT	4.941	\$23,327,250	\$5,125,678	\$47,072	\$28,500,000
2023	64th Avenue	Resurfacing between Byron Road and Chicago Drive	Ottawa County	1.9	\$370,000	\$0	\$360,000	\$730,000
2023	Chicago Drive	Resurfacing between 8th Street and US-31	Ottawa County	1.25	\$700,000	\$0	\$275,000	\$975,000
<b>Macatawa Area Coordinating Council (MACC)</b>								
Year	Project	Description	Jurisdiction	Length (Miles)	Federal Estimate	State Estimate	Local Estimate	Total Estimated Cost
2023	Mercury Drive	Rehabilitation between 144th Avenue and Constock Street	Ottawa County	1.698	\$510,000	\$0	\$155,000	\$665,000
2023	Harbor Transit Bus Replacement	Harbor Transit bus replacement	Harbor Transit	0	\$65,000	\$16,250	\$0	\$81,250
2023	Harbor Transit Bus Replacement	Harbor Transit bus replacement	Harbor Transit	0	\$130,000	\$32,500	\$0	\$162,500
2023	Harbor Transit Outreach Programming	Harbor Transit outreach and marketing programming	Harbor Transit	0	\$24,900	\$6,225	\$0	\$31,125
2023	Harbor Transit Operations	Harbor Transit operations	Harbor Transit	0	\$535,000	\$0	\$555,000	\$1,070,000
<b>West Michigan Shoreline Regional Development (WMSRD)</b>								
					<b>2023 Federal Estimate Total</b>	<b>2023 State Estimate Total</b>	<b>2023 Local Estimate Total</b>	<b>2023 All Projects Estimate Total</b>
					\$38,186,610	\$8,076,001	\$3,290,291	\$50,256,900

# Item I

## Ottawa County Units of Government MPO Representation Summary

Grand Valley Metropolitan Council (GVMC)			Votes	
Organization	Policy	Technical		
Allendale Township	1	1		
Georgetown Township	1	1		
Hudsonville	1	1		
Jamestown Township	1	1		
Tallmadge Township	1	1		
Ottawa County	1	1		
Ottawa County Road Commission	1	1		
Cedar Springs	1	1		
East Grand Rapids	1	1		
Grandville	1	1		
Grand Rapids	4	4		
Kentwood	1	1		
Lowell	1	1		
Rockford	1	1		
Walker	1	1		
Wyoming	2	2		
Ada Township	1	1		
Algoma Township	1	1		
Alpine Township	1	1		
Byron Township	1	1		
Caledonia Township	1	1		
Cannon Township	1	1		
Cascade Township	1	1		
Courtland Township	1	1		
Gaines Township	1	1		
Grand Rapids Township	1	1		
Nelson Township	1	1		
Plainfield Township	1	1		
Sand Lake	1	1		
Sparta	1	1		
Kent County	3	3		
Kent County Road Commission	1	1		
Interurban Transit Partnership	1	1		
Kent County Aeronautics Board	1	1		
Michigan Department of Transportation	1	1		
<b>Total Votes</b>	<b>41</b>	<b>41</b>		

Macatawa Area Coordinating Council (MACC)			Votes	
Organization	Policy	Technical		
Holland	1	1		
Holland Township	1	1		
Zeeland	1	1		
Zeeland Township	1	1		
Park Township	1	1		
Olive Township	1	1		
Port Sheldon Township	1	1		
Ottawa County	1	1		
Ottawa County Road Commission	1	1		
Macatawa Area Express	1	1		
Laketown Township	1	1		
Fillmore Township	1	1		
Allegan County	1	1		
Allegan County Road Commission	1	1		
Michigan Department of Transportation	1	1		
At-Large Representatives	4			
<b>Total Votes</b>	<b>19</b>	<b>15</b>		

West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)			Votes	
Organization	Policy	Technical		
Ferrysburg	1	1		
Grand Haven	1	1		
Spring Lake	1	1		
Ottawa County Urban Townships	1	1		
Ottawa County	1	1		
Ottawa County Road Commission	1	1		
Harbor Transit	1	1		
Montague	1	1		
Muskegon	1	1		
Muskegon Heights	1	1		
North Muskegon	1	1		
Norton Shores	1	1		
Roosevelt Park	1	1		
Whitehall	1	1		
Fruitport	1	1		
Muskegon County Rural Townships	1	1		
Muskegon County Urban Townships	1	1		
Muskegon County	1	1		
Muskegon County Road Commission	1	1		
Muskegon Area Transit System	1	1		
Michigan Department of Transportation	1	1		
MDOT - Grand Region	1	1		
MDOT - Lansing	1	1		
<b>Total Votes</b>	<b>21</b>	<b>19</b>		

MPO Pavement Performance Targets

Performance Measure	State Target		Grand Valley Metropolitan Council (GVMC)		Macatawa Area Coordinating Council (MACC)		West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)	
	Current Condition	4-Year Target	2-Year Target	4-Year Target	2-Year Target	4-Year Target	2-Year Target	4-Year Target
Percent of Interstate Pavement in "Good" Condition	56.8%	47.8%	N/A	47.8%	N/A	47.8%	N/A	47.8%
Percent of Interstate Pavement in "Poor" Condition	5.2%	10.0%	N/A	10.0%	N/A	10.0%	N/A	10.0%
Percent of non-Interstate Highways in "Good" Condition	49.7%	43.7%	N/A	43.7%	46.7%	43.7%	46.7%	43.7%
Percent of non-Interstate Highways in "Poor" Condition	18.6%	24.6%	N/A	24.6%	21.6%	24.6%	21.6%	24.6%
Percent of non-Interstate Highway Bridges in "Good" Condition	32.7%	26.2%	N/A	26.2%	27.2%	26.2%	27.2%	26.2%
Percent of non-Interstate Highway Bridges in "Poor" Condition	9.8%	7.0%	N/A	7.0%	7.2%	7.0%	7.2%	7.0%

Pavement condition determined by International Roughness Index (IRI), cracking, rutting, and faulting. State targets are developed by Michigan Department of Transportation (MDOT)

MPO Safety Performance Targets

2020 Safety Performance Targets (per 100 million VMT)	State Baseline Condition (2014-2018)		State 2020 Targets (2016-2020)		Grand Valley Metropolitan Council (GVMC)		Macatawa Area Coordinating Council (MACC)		West Michigan Shoreline Regional Development Commission/WestPlan (WMSRDC)	
	State Baseline Condition (2014-2018)	State 2020 Targets (2016-2020)	2016-2020	2020	2-Year Target	4-Year Target	2-Year Target	4-Year Target	2-Year Target	4-Year Target
Fatalities	987.4	999.4	999.4	999.4	999.4	999.4	999.4	999.4	999.4	999.4
Fatality Rate	0.99	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Serious Injuries	5,415.6	5,240.4	5,240.4	5,240.4	5,240.4	5,240.4	5,240.4	5,240.4	5,240.4	5,240.4
Serious Injury Rate	5.41	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34	5.34
Non-motorized Fatalities and Serious Injuries	742.4	735.8	735.8	735.8	735.8	735.8	735.8	735.8	735.8	735.8

Safety targets are established using University of Michigan Transportation Institute prediction modeling that measures VMT (vehicle miles traveled), GDP (gross domestic products), safety factors (driver age, vehicle safety), and driver impairment

# Item K

## Ottawa County Personnel Representation on Local MPOs/RPAs

Summer 2020

### West Michigan Regional Planning Commission (WMRPC)

URL: [http://www.wmrpc.org/commission/commission\\_reps.html](http://www.wmrpc.org/commission/commission_reps.html)

#### WMRPC Representatives

- Paul Sachs – Director of Ottawa County Planning and Performance Improvement
- Frank Garcia – Ottawa County Commissioner
- Amanda Murray – Vice President of Business Solutions at Lakeshore Advantage

#### Comprehensive Economic Development Strategy (CEDS) Committee

- Roger Bergman – Ottawa County Commissioner
- Amanda Murray – Vice President of Business Solutions at Lakeshore Advantage

### Grand Valley Metropolitan Council (GVMC)

URL: <https://www.gvmc.org/committee-minutes-agendas>

#### Executive Committee

- Al Vandenberg, Administrator of Ottawa County

#### Board of Directors

- Jim Holtvluwer, Ottawa County Commissioner
- Al Vandenberg, Administrator of Ottawa County

#### Policy Committee Members

- Jim Holtvluwer – Ottawa County Commissioner
- Jim Miedema – Ottawa County Road Commissioner
- Betty Gajewski – Ottawa County Road Commissioner (alternate)
- Brett Laughlin – Director of Ottawa County Road Commission (alternate)

#### Technical Committee Members

- Jim Holtvluwer – Ottawa County Commissioner
- Brett Laughlin – Director of Ottawa County Road Commission



## Item K

### Macatawa Area Coordinating Council (MACC)

URL: <http://www.the-macc.org/about/policy-committee/>

#### Executive Committee Members

- Thomas Bird – Ottawa County Road Commissioner

#### Policy Committee Members

- Joseph Baumann – Ottawa County Commissioner
- Thomas Bird – Ottawa County Road Commissioner

#### Technical Committee Members

- James Kilborn – Planner at Ottawa County Planning and Performance Improvement
- Brett Laughlin – Director of Ottawa County Road Commission

### West Michigan Shoreline Regional Development Commission (WMSRDC)

URL: <https://wmsrdc.org/program/transportation/services/>

#### Board of Commissioners

- No Ottawa County representation\*

#### Policy Committee Members

- Matthew Fenske – Ottawa County Commissioner
- Betty Gajewski – Ottawa County Road Commissioner

#### Technical Committee Members

- Brett Laughlin – Director of Ottawa County Road Commission

\*WMSRDC is the only MPO in Ottawa County that also operates as an RPA. Due to performing RPA functions in Oceana, Lake, Mason, Newaygo, and Muskegon Counties, the RPA Board of Commissioners is comprised of representatives from those local units of governments.



Ottawa County  
*Where You Belong*

Prepared by the  
Ottawa County  
Planning &  
Performance  
Improvement  
Department