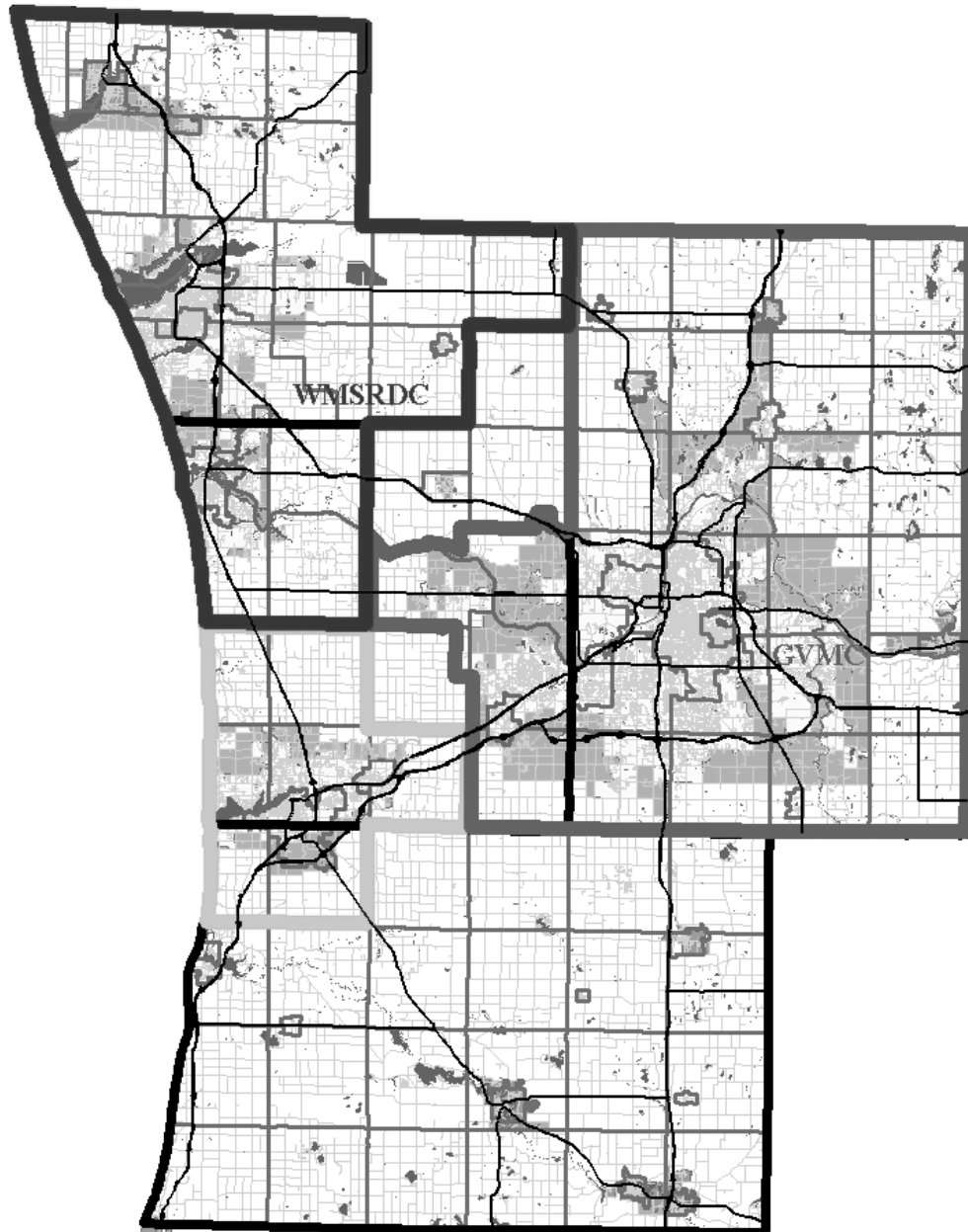


METROPOLITAN PLANNING ORGANIZATIONS IN OTTAWA COUNTY



Prepared by the Ottawa County Planning and Grants
October 5, 2005



2005 County Board of Commissioners

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I. INTRODUCTION

Ottawa County's population has increased by 52% since 1980 (based on 2000 Census figures) and over the next twenty years is projected to increase by an additional 65%. Some of the major factors that contribute to this high rate of growth include low crime rates, abundant natural features, a prosperous economy, and appealing communities. As a result of increasing population, there are continually increasing demands placed upon the County's existing transportation system.

The transportation demands created by population growth in the County are further complicated by the advent of residential mega-developments. These mega-developments are comprised of several hundred homes and may also include shopping and recreational centers which, in effect, make them defacto villages. Recent mega-developments that are proposed or are under construction in Ottawa County include: the Macatawa Legends, which will add over 1,000 new residential homes in the Holland area; an 800-home development in northern Georgetown Township; and a 500-home development located along M-104 in Crockery Township.

In addition to population growth and mega-developments, the geographic location of urban centers in the region also affects the County's transportation system. Unlike most counties that have a single urban area impacting traffic patterns, Ottawa County has three distinct urban population centers: Holland/Zeeland, Georgetown/Hudsonville, and the Tri-Cities. Additionally, the Census Bureau recently included Allendale in the Grand Rapids *Urbanized Area* (a population center with 50,000 or more people) and classified Coopersville as an *Urban Cluster* (a population center with 2,500 to 49,999 people). The commuting patterns and traffic generated from the multiple urban cores create a unique and challenging situation for the region's transportation planning agencies.

The management and planning of this complex and quickly changing transportation landscape is primarily the responsibility of three separate Metropolitan Planning Organizations (MPOs). These MPOs consist of the Grand Valley Metropolitan Council (GVMC), the Macatawa Area Coordinating Council (MACC), and the West Michigan Shoreline Regional Development Commission (WMSRDC) (see **Attachment A**). Ottawa County is currently the only county in Michigan in which there is more than one MPO conducting transportation planning within its boundaries (see **Attachment B**). The administration of transportation planning and construction in geographic areas of Ottawa County not represented by an MPO is conducted by the Ottawa County Road Commission or the respective city officials.

Because of the increasing demands placed upon the local transportation system and the complexity of transportation planning in the region, the Ottawa County Planning Department receives numerous inquiries regarding the administration and operation of MPOs in Ottawa County. In response to these inquiries, this report provides information regarding the following aspects of MPOs: creation and governance; statutory requirements; projects and services; and funding sources. In addition, the report explores the feasibility and practicality of utilizing different organizational models to deliver transportation planning services in the future.

II. METROPOLITAN PLANNING ORGANIZATION OVERVIEW

All Metropolitan Planning Organizations (MPOs) are governed by Title 23, Section 134 of the Code of Federal Regulations (**see Attachment C**). This Regulation provides a list of the minimum qualifications that must be attained to create an MPO and the minimum functions that must be performed.

According to this Regulation, every Urbanized Area must be represented by an MPO for the purposes of transportation planning and the distribution of federal transportation funds. Urbanized Areas consist of a central core of at least 50,000 people. All Census block areas within this core which have a population density of 1,000 or more individuals per square mile are automatically included in the Urbanized Area and, as a result, the MPO. In the past, many areas of Ottawa County did not have the population density necessary to be included in one of the County's three MPOs. However, the County's significant population growth during the past decade created Census block areas that, based on the 2000 Census, had 1,000 individuals per square mile for the first time.

While the Census Bureau determines the boundaries of an Urbanized Area, each MPO is responsible for establishing two other boundaries - the Federal Aid Urban Boundary (FAUB) and the Metropolitan Area Boundary (MAB). The FAUB denotes where *Federal Aid Urban Funds* (federal transportation funds earmarked for construction, maintenance, and planning projects) can be expended. The FAUB, at a minimum, must include the entire Urbanized Area of an MPO. It should also include adjacent areas which have developing "urban characteristics." These urban characteristics include residential, commercial, and industrial development; streets or highways, which may include sidewalks and curbs; street lighting; sanitary and storm drainage facilities; transit service; and police and fire protection.

The Metropolitan Area Boundary (MAB) is the MPO's outer boundary and it denotes the locations where the MPO conducts both short and long-term transportation planning. The MAB includes Urbanized Areas, the FAUB, and the adjacent geographic areas that are likely to become urbanized within the next twenty years. *Metropolitan Planning Funds* can be expended anywhere in the MAB for transportation planning-related projects. Construction projects that are outside the FAUB, but within the MAB, may also receive *Rural Funding* directly from county road commissions or on a competitive basis from the State. The MAB and FAUB are reviewed and re-adjusted after each decennial census.

In the past, the majority of funding for MPOs originated from a federal transportation funding package known as the Intermodal Surface Transportation Efficiency Act (ISTEA). The most recently passed federal funding package is known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This funding package will provide transportation funding for the next five years.

Once an MPO is formed, it must appoint a Policy Committee and a Technical/Administrative Committee. The Policy Committee is comprised of local elected officials and representatives of local and state transportation agencies and is responsible for prioritizing and approving funding for MPO projects. The Technical/Administrative Committee is comprised of administrative staff appointed by local and state agencies located within the MPO and is responsible for reviewing and recommending transportation planning and construction projects to the Policy Committee.

The MPO Policy and Technical/Administrative Committees are also responsible for developing a number of federally mandated plans which include a *Unified Planning Work Program* (UPWP), a *Transportation Improvement Program* (TIP), and a *Long Range Transportation Plan* (LRTP). The UPWP is an annual report that must include a list of all tasks to be accomplished in the subsequent one to two-year time period as well as the MPO's annual budget. The TIP must include a list of all the transportation projects (including urban transit) that are to be funded with federal funds within the subsequent three-year time period. The LRTP must include the MPO's strategies and goals for meeting future transportation demands within its boundaries during the

subsequent 20-25 year time period and must be updated every three to five years. The LRTP also includes a preliminary list of projects that are likely to be funded over the next 20-25 years and the total cost of those projects. All of the plans must be “fiscally constrained” (i.e. expenditures cannot exceed projected revenues).

Although each MPO must comply with federal regulations for establishing boundaries, establishing committees, and developing mandated plans, each individual MPO is permitted to determine their own policies for including members, establishing membership fees, and allotting Policy and Technical/Administrative Committee votes to members and non-members. As a result, each MPO located in Ottawa County differs significantly in their policies regarding these issues. In order to summarize these differences, the following tables have been provided: Membership Status of Governmental Units in MPOs, 2006 Dues for MPO Members, and MPO Committee Structure (see **Attachments D-F**).

The population of each MPO also varies significantly (see **Attachment G**). The GVMC is by far the largest MPO in terms of population, with the WMSRDC MPO the second largest and the MACC the smallest. Since funding is allotted based on population, the annual amount of federal funding available to the GVMC for local projects is larger than either the WMSRDC or MACC MPOs. In order to provide an overview of the funding expended by the MPO, charts have been included showing total federal funds and per capita funds for each county through each MPO (see **Attachments H-M**). In addition, specific lists of projects included in recent TIPs for each MPO are provided (see **Attachments N and O**).

Although the GVMC is the largest MPO in the area, the MACC is the only MPO in which the majority of its population is located in Ottawa County. As a result, the MACC is the only MPO in which Ottawa County has consistently received the majority of federal funding for local transportation projects. However, while Ottawa County has received less total federal funds than Kent County on an annual basis, Ottawa County’s per capita funding through the GVMC has exceeded Kent County’s per capita funding in some years. Similarly, despite lower annual funding, Allegan County’s per capita funding through the MACC has at times exceeded Ottawa County’s per capita funding. In WMSRDC, Muskegon County’s total funding and per capita funding has exceeded Ottawa County’s total funding and per capita funding every year. However, since Ottawa County communities became members of WMSRDC in 2003, the WMSRDC funding figures are based on only a three-year comparison.

In Ottawa County, every local unit of government with the exception of Chester Township, Coopersville, and non-urbanized areas of Blendon, Polkton, and Wright Townships is eligible to receive federal funds through an MPO. Even though the GVMC FAUB (Federal Aid Urban Boundary) extends into Blendon, Polkton, and Wright Townships, the Council has decided not to include these governmental units in the MPO unless a formal request to join is received from each respective local governmental unit. However, it is uncertain whether project funding would be available to these local units of government in the near future if they were to join the GVMC. GVMC officials have indicated that its Policy Committee would consider extending its boundaries to include the City of Coopersville and Chester Township, if its boundaries were first expanded to include the entire area of Polkton and Wright Townships.

The only other notable inconsistency that was identified regarding Ottawa County MPOs is that Ottawa County is eligible to receive services from all three MPOs but is currently a member of only the GVMC and MACC MPOs. The County has elected not to participate in the WMSRDC MPO because the proposed membership fees for WMSRDC are excessive relative to the fees for transportation services paid to the MACC and GVMC. The annual fee for Ottawa County to join WMSRDC would be \$20,000 (\$0.40 per capita). In comparison, the County pays \$11,277 per year (\$0.11 per capita) for its MACC membership, which includes transportation and non-transportation services, and pays the GVMC \$1,476 per year (\$0.0105 per capita plus an additional \$700 per year for the vote the County has on the GVMC Policy Committee) for transportation services and \$9,165 for non-transportation services (\$0.16 per capita). Additionally, with the WMSRDC, Ottawa County would be

paying for its membership on a per capita basis while Muskegon County pays for their membership on a lump sum basis. For its \$46,000 membership fee, Muskegon County receives transportation planning services in addition to land-use planning and economic development assistance. If Ottawa County chose to be a member of WMSRDC, it would not receive services beyond transportation planning services.

III. OPTIONS FOR ALTERNATIVE MPO STRUCTURES IN OTTAWA COUNTY

In recent years, there has been discussion regarding the development of a single MPO solely for the purpose of serving Ottawa County residents. There has also been recent dialogue regarding the development of a single, regional MPO for the purpose of serving all of West Michigan. These types of discussions tend to elicit strong emotions and passionate opinions regarding committee representation, funding distribution, and a number of other issues. Despite these political pitfalls, an overview of the issues that would result from any effort to create a Countywide or Regionwide MPO is provided below. Additionally, the administrative and organizational benefits and drawbacks of these types of MPOs are also provided.

Countywide MPO

There are two geographic areas within Ottawa County that would provide the minimum population threshold (50,000) needed to form a countywide MPO according to federal regulatory requirements. These include the Hudsonville/Georgetown and Holland/Zeeland areas.

In order to utilize either of these geographic areas for the purpose of creating a Countywide MPO, the areas of the County presently within an existing MPO area would have to be removed from the boundaries of the existing MPOs. Under federal regulations, this process is called *Re-designation*. In order for this process to be successful, Title 23, Section 134, Part 5A, of the Code of Federal Regulations (CFR) requires approval of the proposed re-designation by each of the following entities:

- The existing MPOs (GVMC, MACC, WMSRDC)
- The Governor
- Local units of government representing 75% of the total population in the entire metropolitan area
- The central cities of the existing MPOs (Grand Rapids, Holland, Muskegon)

Although it would be difficult to obtain the required approvals for re-designation by each of the aforementioned entities, some of the benefits of forming a Countywide MPO include:

- Creates a single transportation planning area for Ottawa County
- Concentrates decision-making authority solely with Ottawa County communities
- Simplifies and improves the process for facilitating multi-jurisdictional projects that overlap boundaries of existing MPOs
- Reduces the number of subcommittee meetings for Ottawa County officials
- Creates uniform eligibility requirements for project funding

The drawbacks of creating a Countywide MPO are as follows:

- The continuity of transportation planning along adjacent urbanized areas of Ottawa County would be impacted
- GVMC, WMSRDC, and local units of government in adjoining counties would likely oppose this option because it would result in a loss of dues, transportation funding, and political influence
- The Governor would likely oppose this option since there is no benefit to the State

Regionwide MPO

A four-county regional MPO could also be formed through the re-designation process. Although there are twelve MPOs in the State of Michigan, only two MPOs have two or more urbanized areas in a single MPO. These MPOs are the Southeast Michigan Council of Governments (SEMCOG) and the Southwestern Michigan Commission (SWMC). SEMCOG coordinates transportation planning for five urbanized areas which include Detroit, Ann Arbor, Howell/Brighton/South Lyon, Monroe, and Port Huron. The MPO also incorporates seven counties: Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne. SWMC coordinates transportation planning for two urbanized areas: Niles and Benton Harbor/St. Joseph, as well as, Berrien and Cass Counties.

The formation of a Regionwide MPO would also require obtaining the necessary support for re-designation in accordance with provisions of Title 23, Section 134, Part 5A, of the Code of Federal Regulations (CFR). However, some of the benefits of a Regionwide MPO are as follows:

- Creates a single transportation planning area for the entire region (and Ottawa County)
- Simplifies and improves the process for facilitating multi-jurisdictional projects that overlap boundaries of existing MPOs
- Reduces the number of subcommittee meetings
- Creates uniform eligibility requirements for project funding
- Increases effectiveness and influence of regional lobbying efforts
- Reduces the amount of coordination required to fulfill state and federal transportation planning obligations
- Reduces administrative costs

The drawbacks of creating a Regionwide MPO are as follows:

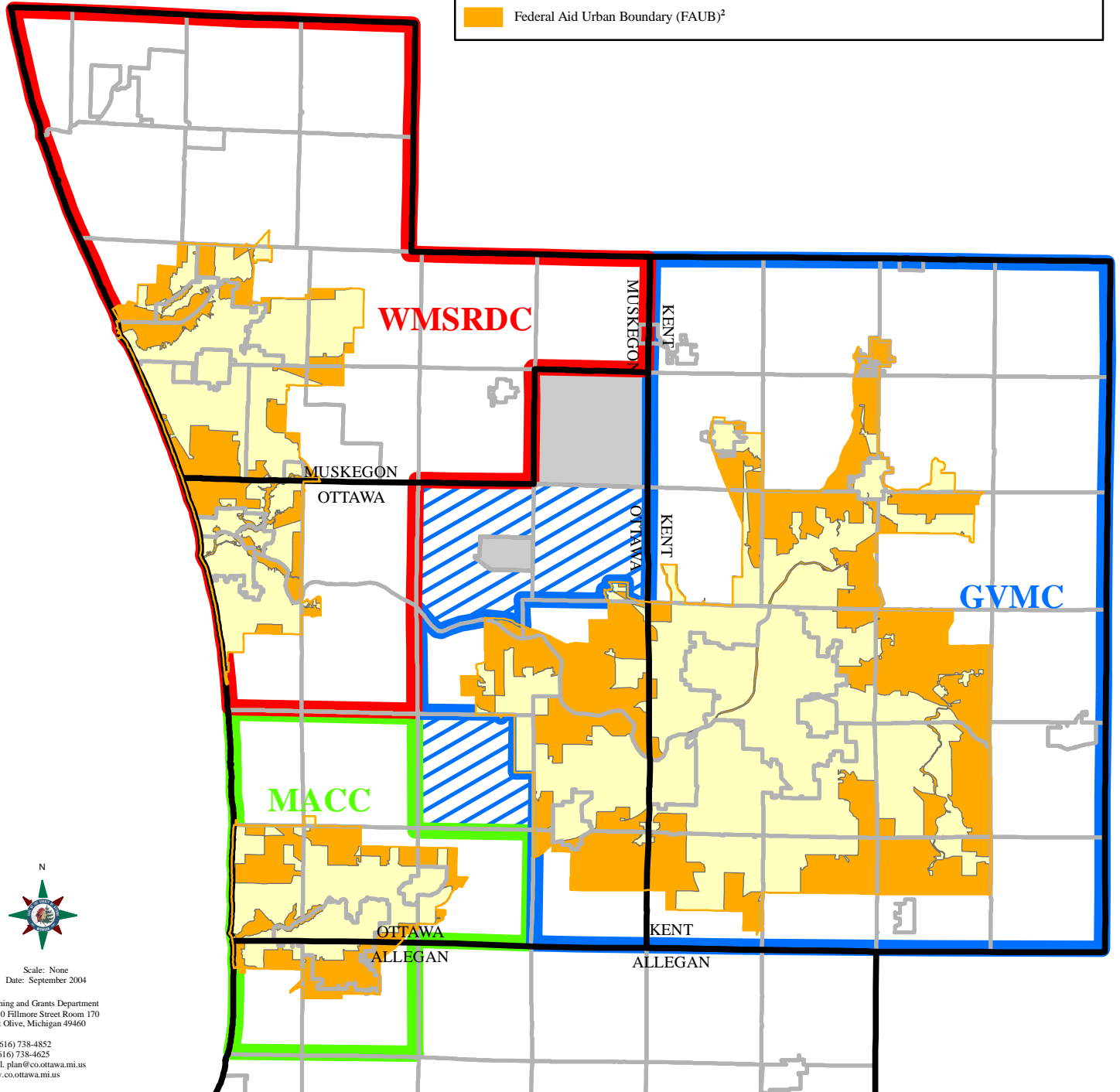
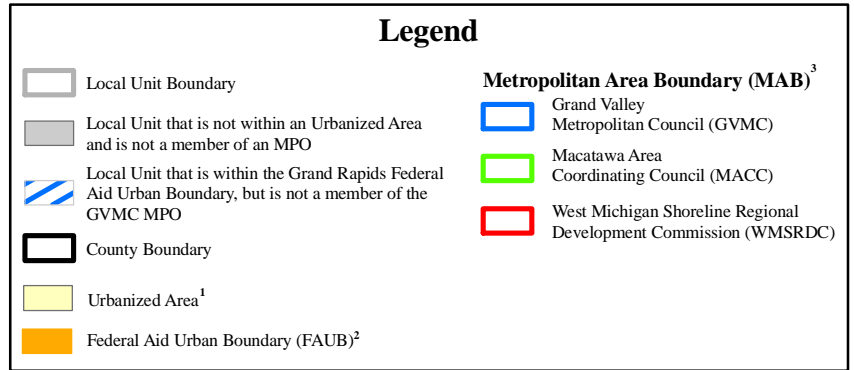
- May result in longer processing time for projects due to the large number of participating communities
- May create power struggles among member communities during the implementation period
- The WMSRDC has already expressed its opposition to this option

IV. CONCLUSION

Although Ottawa County is currently the only county in the State that has more than one MPO conducting transportation planning within its boundaries, the existing MPO structure has been effective thus far in responding to increasing transportation demands in the County. However, because of continued population growth, mega-developments, and the disbursement of multiple urban centers, the formation of a Regionwide MPO may simplify the process for facilitating multi-jurisdictional projects which currently overlap the boundaries of existing MPOs. A Regionwide MPO could also create uniform eligibility requirements for project funding; reduce administrative costs; and could potentially provide greater political influence for the entire region, ultimately improving the coordination of transportation planning in West Michigan. Although there are potential benefits of forming a Countywide MPO, it is highly unlikely that a Countywide MPO could be formed due to opposition from key stakeholders. A Regionwide MPO, on the other hand, has a much stronger chance of being supported because it has the potential to provide a unified vision that can improve the ability of West Michigan to deliver transportation and planning services to its residents.

To that point, if any efforts are expended to improve how transportation planning is conducted in the County, the formation of a Regionwide MPO should be one of the potential options that is considered by local leaders.

West Michigan MPOs



Scale: None
Date: September 2004

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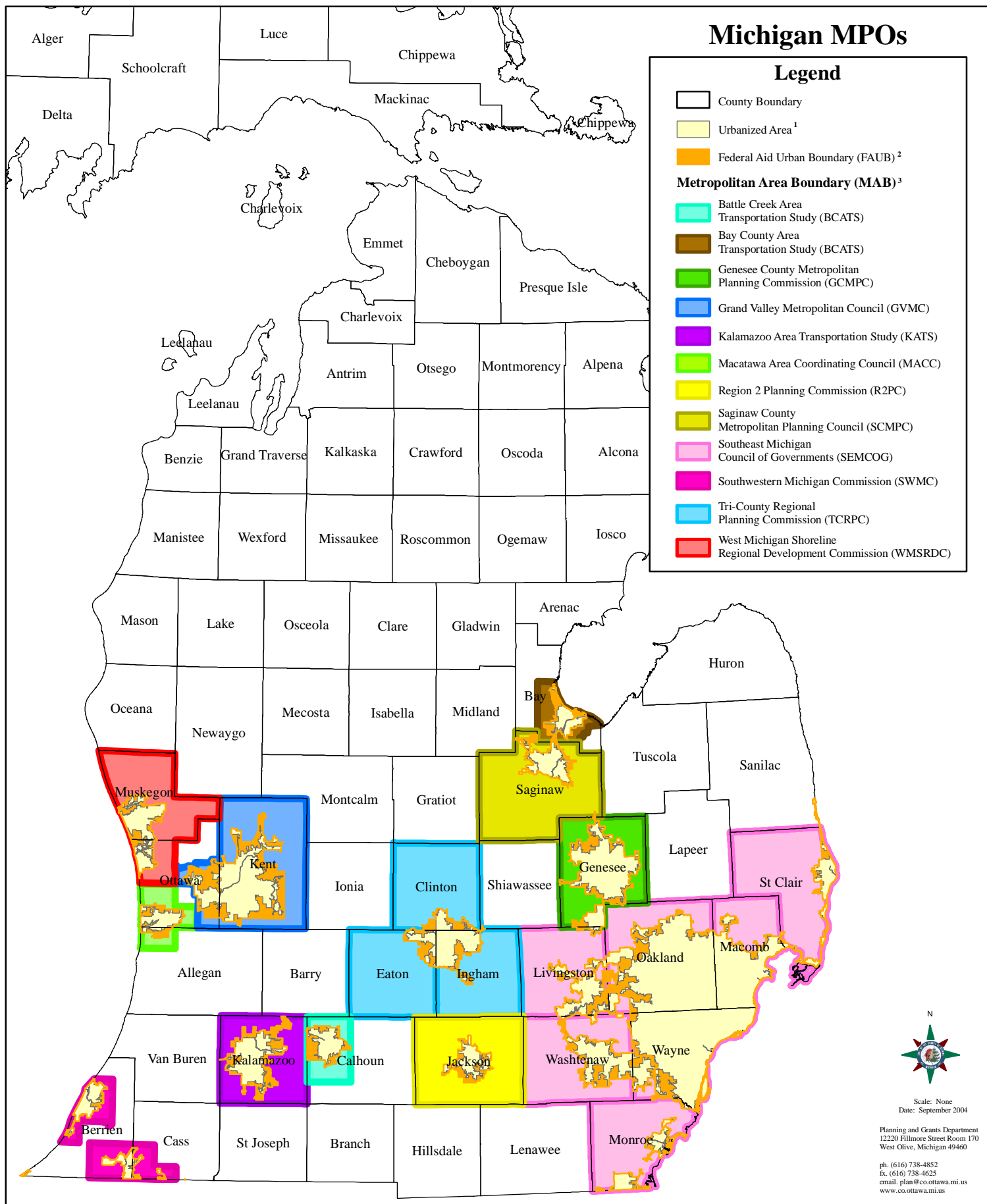
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¹ Population center with 50,000 or more residents.

² The Federal Aid Urban Boundary denotes where Federal Aid Urban Funds (federal transportation funds earmarked for construction, maintenance, and planning projects) can be expended. The FAUB, at a minimum, must include the entire Urbanized Area of an MPO. It should also include adjacent areas which have developing "urban characteristics."

³ The Metropolitan Area Boundary (MAB) is the MPO's outer boundary and it denotes the locations where both short and long-term transportation planning occurs. The MAB includes urbanized areas, the FAUB, and the adjacent geographic areas that are likely to become urbanized within the next twenty years.

Attachment B



¹ Population center with 50,000 or more residents.

² The Federal Aid Urban Boundary denotes where Federal Aid Urban Funds (federal transportation funds earmarked for construction, maintenance, and planning projects) can be expended. The FAUB, at a minimum, must include the entire Urbanized Area of an MPO. It should also include adjacent areas which have developing "urban characteristics."

³ The Metropolitan Area Boundary (MAB) is the MPO's outer boundary and it denotes the locations where both short and long-term transportation planning occurs. The MAB includes urbanized areas, the FAUB, and the adjacent geographic areas that are likely to become urbanized within the next twenty years.

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TITLE 23--HIGHWAYS

CHAPTER 1--FEDERAL-AID HIGHWAYS

SUBCHAPTER I--GENERAL PROVISIONS

Sec. 134. Metropolitan planning

(a) General Requirements.--

(1) Findings.--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 and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution.

(2) Development of plans and programs.--To accomplish the objective stated in paragraph (1), metropolitan planning organizations designated under subsection (b), in cooperation with the State and public transit operators, shall develop transportation plans and programs for urbanized areas of the State.

(3) Contents.--The plans and programs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan area and as an integral part of an intermodal transportation system for the State and the United States.

(4) Process of development.--The process for developing the 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 to be addressed.

(b) 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 central city or cities as defined by the Bureau of the Census); or

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

(2) Structure.--Each policy board of a metropolitan planning organization that serves an area designated as a transportation management area, when designated or redesignated under this subsection, 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 all transportation agencies included in the metropolitan planning organization as of June 1, 1991); and
 (C) appropriate State officials.

(3) Limitation on statutory construction.--Nothing in this subsection shall be construed to interfere with the authority, under any State law in effect on the date of the enactment of this section, of a public agency with multimodal transportation responsibilities to--

(A) develop plans and programs for adoption by a metropolitan planning organization; and

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

(4) 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 (5).

(5) Redesignation.--

(A) Procedures.--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 affected population (including the central city or cities as defined by the Bureau of the Census) as appropriate to carry out this section.

(B) Certain requests to redesignate.--A metropolitan planning organization shall be redesignated upon request of a unit or units of general purpose local government representing at least 25 percent of the affected population (including the central city or cities as defined by the Bureau of the Census) in any urbanized area (i) whose population is more than 5,000,000 but less than 10,000,000, or (ii) which is an extreme nonattainment area for ozone or carbon monoxide as defined under the Clean Air Act. Such redesignation shall be accomplished using procedures established by subparagraph (A).

(6) 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.

(c) 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; and

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

Bureau of the Census.

(3) Existing metropolitan planning areas in nonattainment.-- Notwithstanding paragraph (2), 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.), the boundaries of the metropolitan planning area in existence as of the date of enactment of this paragraph shall be retained, except that the boundaries may be adjusted by agreement of the Governor and affected metropolitan planning organizations in the manner described in subsection (b)(5).

(4) New metropolitan planning areas in nonattainment.--In the case of an urbanized area designated after the date of enactment of this paragraph as a nonattainment area for ozone or carbon monoxide, the boundaries of the metropolitan planning area--

(A) shall be established in the manner described in subsection (b)(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.

(d) 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) Lake tahoe region.--

(A) Definition.--In this paragraph, the term ``Lake Tahoe region'' has the meaning given the term ``region'' in subdivision (a) of article II of the Tahoe Regional Planning Compact, as set forth in the first section of Public Law 96-551 (94 Stat. 3234).

(B) Transportation planning process.--The Secretary shall--

(i) establish with the Federal land management agencies that have jurisdiction over land in the Lake Tahoe region a transportation planning process for the region; and

(ii) coordinate the transportation planning process with the planning process required of State and local governments under this section, section 135, and chapter 53 of title 49.

(C) Interstate compact.--

(i) In general.--Subject to clause (ii), notwithstanding subsection (b), to carry out the transportation planning

process required by this section, the consent of Congress is granted to the States of California and Nevada to designate a metropolitan planning organization for the Lake Tahoe region, by agreement between the Governors of the States of California and Nevada and units of general purpose local government that 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.

(ii) Involvement of federal land management agencies.--

(I) Representation.--The policy board of a metropolitan planning organization designated under clause (i) shall include a representative of each Federal land management agency that has jurisdiction over land in the Lake Tahoe region.

(II) Funding.--In addition to funds made available to the metropolitan planning organization under other provisions of this title and under chapter 53 of title 49, not more than 1 percent of the funds allocated under section 202 may be used to carry out the transportation planning process for the Lake Tahoe region under this subparagraph.

(D) Activities.--Highway projects included in transportation plans developed under this paragraph--

(i) shall be selected for funding in a manner that facilitates the participation of the Federal land management agencies that have jurisdiction over land in the Lake Tahoe region; and

(ii) may, in accordance with chapter 2, be funded using funds allocated under section 202.

(4) Recipients of other assistance.--The Secretary shall encourage each metropolitan planning organization to coordinate, to the maximum extent practicable, the design and delivery of transportation services within the metropolitan planning area that are provided--

(A) by recipients of assistance under chapter 53 of title 49; and

(B) by 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.

(e) Coordination of MPOs.--

(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, 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 programs required by this section.

(2) Project located in multiple mpos.--If a project is located within the boundaries of more than 1 metropolitan planning organization, the metropolitan planning organizations shall coordinate plans regarding the project.

(f) Scope of Planning Process.--

(1) In general.--The metropolitan transportation planning process for a metropolitan 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 and security of the transportation system for motorized and nonmotorized users;

(C) increase the accessibility and mobility options available to people and for freight;

(D) protect and enhance the environment, promote energy conservation, and improve quality of life;

(E) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(F) promote efficient system management and operation; and

(G) emphasize the preservation of the existing transportation system.

(2) Failure to consider factors.--The failure to consider any factor specified in paragraph (1) shall not be reviewable by any court under this title, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a transportation improvement plan, a project or strategy, or the certification of a planning process.

(g) Development of Long-Range Transportation Plan.--

(1) In general.--Each metropolitan planning organization shall prepare, and update periodically, according to a schedule that the Secretary determines to be appropriate, a long-range transportation plan for its metropolitan area in accordance with the requirements of this subsection.

(2) Long-range transportation plan.--A long-range 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) An identification of transportation facilities (including but not necessarily limited to major roadways, transit, and multimodal and intermodal facilities) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In formulating the long-range transportation plan, the metropolitan planning organization shall consider factors described in subsection (f) as such factors relate to a 20-year forecast period.

(B) A financial plan that demonstrates how the adopted long-range transportation 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 additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of

funds that will be available to support plan implementation.

(C) Assess capital investment and other measures necessary to--

(i) ensure the preservation of the existing metropolitan transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities; and

(ii) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.

(D) Indicate as appropriate proposed transportation enhancement activities.

(3) Coordination with clean air act agencies.--In metropolitan areas which are in nonattainment for ozone or carbon monoxide under the Clean Air Act, the metropolitan planning organization shall coordinate the development of a long-range transportation plan with the process for development of the transportation control measures of the State implementation plan required by the Clean Air Act.

(4) Participation by interested parties.--Before approving a long-range transportation plan, each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan, in a manner that the Secretary deems appropriate.

(5) Publication of long-range transportation plan.--Each long-range transportation plan prepared by a metropolitan planning organization shall be--

(i) published or otherwise made readily available for public review; and

(ii) submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

(6) Selection of projects from illustrative list.--Notwithstanding paragraph (2)(B), 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).

(h) Metropolitan Transportation Improvement Program.--

(1) Development.--

(A) In general.--In cooperation with the State and any affected public transit operator, the metropolitan planning organization designated for a metropolitan area shall develop a transportation improvement program for the area for which the organization is designated.

(B) Opportunity for comment.--In developing the program, the metropolitan planning organization, in cooperation with the State and any affected public transit operator, shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of

freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed program.

(C) Funding estimates.--For the purpose of developing the transportation improvement program, the metropolitan planning organization, public transit 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 program shall be updated at least once every 2 years and shall be approved by the metropolitan planning organization and the Governor.

(2) Contents.--The transportation improvement program shall include--

(A) a priority list of proposed federally supported projects and strategies to be carried out within each 3-year period after the initial adoption of the transportation improvement program; and

(B) a financial plan that--

(i) demonstrates how the transportation improvement program can be implemented;

(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 transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available.

(3) Included projects.--

(A) Projects under this chapter and chapter 53 of title 49.--A transportation improvement program developed under this subsection for a metropolitan area shall include the projects and strategies within the area that are proposed for funding under this chapter 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 (g) 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 within the time period contemplated for completion of the project.

(4) Notice and comment.--Before approving a transportation improvement program, a metropolitan planning organization shall, in cooperation with the State and any affected public transit operator, provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program.

(5) Selection of projects.--

(A) In general.--Except as otherwise provided in subsection (i)(4) and in addition to the transportation improvement program development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved transportation improvement program--

(i) by--

(I) in the case of projects under this chapter, the State; and

(II) in the case of projects under chapter 53 of title 49, the designated transit funding recipients; 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 transportation improvement program 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 transportation improvement program.

(7) Publication.--

(A) Publication of transportation improvement programs.--A transportation improvement program involving Government participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

(B) Publication of annual listings of projects.--An annual listing of projects for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the transportation improvement program.

(i) Transportation Management Areas.--

(1) Designation.--

(A) Required designations.--The Secretary shall designate as a transportation management area each urbanized area 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 and programs.--Within a transportation management area, transportation plans and programs shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and transit operators.

(3) Congestion management system.--Within a transportation management area, the transportation planning process under this section shall include a congestion management system that provides for effective management 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 and operational management strategies. The Secretary shall establish an appropriate phase-in schedule for compliance with the requirements of this section.

(4) Selection of projects.--

(A) In general.--All federally funded projects carried out within the boundaries of a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved transportation improvement program by the metropolitan planning organization designated for the area in consultation with the State and any affected public transit operator.

(B) National highway system projects.--Projects carried out within the boundaries of a transportation management area on the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program shall be selected for implementation from the approved transportation improvement program 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 in each 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 3 years, that the requirements of this paragraph are met with respect to the transportation management area.

(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 transportation improvement program for the area that has been approved by the metropolitan planning

organization and the Governor.

(C) Effect of failure to certify.--

(i) Withholding of funds.--If a metropolitan planning process is not certified, the Secretary may withhold up to 20 percent of the apportioned funds attributable to the transportation management area under this title and chapter 53 of title 49.

(ii) Restoration of withheld funds.--The withheld apportionments shall be restored to the metropolitan area at such time as the metropolitan planning organization is certified by the Secretary.

(iii) Feasibility of private enterprise participation.--The Secretary shall not withhold certification under this paragraph based on 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.

(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.

(j) Abbreviated Plans and Programs 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 long-range transportation plan and transportation improvement program for the metropolitan 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 programs 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.).

(k) Transfer of Funds.--Funds made available for a highway project under chapter 53 of title 49 shall be transferred to and administered by the Secretary in accordance with the requirements of this title. Funds made available for a transit project under the Federal-Aid Highway Act of 1991 shall be transferred to and administered by the Secretary in accordance with the requirements of chapter 53 of title 49. 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 chapter 53 of title 49 regarding non-Federal share shall apply to chapter 53 funds used for highway projects.

(l) 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, Federal funds may not be programmed in such area for any highway project that will result in a significant increase in carrying capacity for single-occupant vehicles unless the project is part of an approved congestion management system.

(2) Applicability.--This subsection applies to a nonattainment

area within the metropolitan planning area boundaries determined under subsection (c).

(m) 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.

(n) Funding.--

(1) In general.--Funds set aside under section 104(f) of this title to carry out sections 5303 through 5305 of title 49 shall be available to carry out this section.

(2) Unused funds.--Any funds that are not used to carry out this section may be made available by the metropolitan planning organization to the State to fund activities under section 135.

(o) Continuation of Current Review Practice.--Since plans and programs described in this section are subject to a reasonable opportunity for public comment, since individual projects included in the plans and programs 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 programs described in this section have not been reviewed under such Act as of January 1, 1997, any decision by the Secretary concerning a plan or program described in this section shall not be considered to be a Federal action subject to review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(Added Pub. L. 87-866, Sec. 9(a), Oct. 23, 1962, 76 Stat. 1148; amended Pub. L. 91-605, title I, Sec. 143, Dec. 31, 1970, 84 Stat. 1737; Pub. L. 95-599, title I, Sec. 169, Nov. 6, 1978, 92 Stat. 2723; Pub. L. 102-240, title I, Sec. 1024(a), Dec. 18, 1991, 105 Stat. 1955; Pub. L. 102-388, title V, Sec. 502(b), Oct. 6, 1992, 106 Stat. 1566; Pub. L. 103-429, Sec. 3(5), Oct. 31, 1994, 108 Stat. 4377; Pub. L. 104-59, title III, Sec. 317, Nov. 28, 1995, 109 Stat. 588; Pub. L. 105-178, title I, Sec. 1203(a)-(m), (o), June 9, 1998, 112 Stat. 170-179; Pub. L. 105-206, title IX, Sec. 9003(c), July 22, 1998, 112 Stat. 839.)

References in Text

The date of the enactment of this section, referred to in subsec. (b)(3), probably means the date of enactment of Pub. L. 102-240, which amended this section generally and which was approved Dec. 18, 1991.

The Clean Air Act, referred to in subsecs. (b)(5)(B), (c)(3), (4)(D), (e)(1), (g)(3), (j)(2), and (l)(1), is act July 14, 1955, ch. 360, 69 Stat. 322, as amended, which is classified generally to chapter 85 (Sec. 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 this paragraph, referred to in subsec. (c)(3), (4), is the date of enactment of Pub. L. 105-178, which was approved June 9, 1998.

Public Law 96-551, referred to in subsec. (d)(3)(A), is Pub. L. 96-551, Dec. 19, 1980, 94 Stat. 3233, which is not classified to the Code.

The Federal-Aid Highway Act of 1991, referred to in subsec. (k), was not enacted into law. However, provisions referred to as the Federal-Aid Highway Act of 1991 were contained in several bills and are similar to those appearing in part A of title I of Pub. L. 102-240, Dec. 18, 1991,

105 Stat. 1914, which Act is known as the Intermodal Surface Transportation Efficiency Act of 1991. For classification of that Act to the Code, see Short Title of 1991 Amendment note set out under section 101 of Title 49, Transportation, and Tables.

The National Environmental Policy Act of 1969, referred to in subsec. (c), is Pub. L. 91-190, Jan. 1, 1970, 83 Stat. 852, as amended, which is classified generally to chapter 55 (Sec. 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

1998--Subsec. (a). Pub. L. 105-178, Sec. 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.''

Subsec. (b)(1), (2). Pub. L. 105-178, Sec. 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, Sec. 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, Sec. 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, Sec. 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, Sec. 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, Sec. 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, Sec. 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, Sec. 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, Sec. 1203(g)(6), substituted ``Long-Range Transportation Plan'' for ``Long Range Plan'' in heading.

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

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

Subsec. (g)(2)(B). Pub. L. 105-178, Sec. 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, Sec. 1203(g)(8), substituted ``long-range transportation plan'' for ``long range plan''.

Subsec. (g)(4). Pub. L. 105-178, Sec. 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, Sec. 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, Sec. 1203(g)(5), added par. (6).

Subsec. (h). Pub. L. 105-178, Sec. 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, Sec. 1203(o), as added by Pub. L. 105-206, Sec. 9003(c), struck out ``for implementation'' after ``federally funded projects'' in introductory provisions.

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

Subsec. (n). Pub. L. 105-178, Sec. 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, Sec. 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, Sec. 3(5)(A), substituted ``chapter 53 of title 49'' for ``the Federal Transit Act''.

Subsec. (i)(5). Pub. L. 103-429, Sec. 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, Sec. 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, Sec. 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, Sec. 169(a), inserted provisions related to cooperation with local officials and specific considerations in the planning process.

Subsecs. (b), (c). Pub. L. 95-599, Sec. 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 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.

Demonstration Project for Restricted Access to Central Business District of Metropolitan Areas

Section 155 of Pub. L. 95-599 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

Section 159 of Pub. L. 95-599 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, Sec. 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, Sec. 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, Sec. 134(c), Dec. 31, 1970, 84 Stat. 1734. See section 137 of this title.

Section Referred to in Other Sections

This section is referred to in sections 103, 104, 115, 133, 135, 137, 142, 149, 182, 204, 217, 505 of this title; title 42 sections 7504, 7506; title 49 sections 5303, 5305.

Attachment D

Membership Status of Governmental Units in MPOs

Grand Valley Metropolitan Council		Macatawa Area Coordinating Council		West Michigan Shoreline Regional Development Commission	
Agency ¹	MPO Member	Agency ¹	MPO Member	Agency ¹	MPO Member
Allendale Township	✓	Holland City	✓	Crockery Township	
Blendon Township		Holland Township	✓	Ferrysburg City	✓
Georgetown Township	✓	Olive Township	✓	Grand Haven City	✓
Hudsonville City	✓	Park Township	✓	Grand Haven Township	
Jamestown Township	✓	Port Sheldon Township	✓	Robinson Township	
Polkton Township		Zeeland City	✓	Spring Lake Township	
Tallmadge Township	✓	Zeeland Township	✓	Spring Lake Village	✓
Wright Township		Ottawa County	✓	Ottawa County	
Ottawa County	✓				
Ada Township	✓	Fillmore Township	✓	Blue Lake Township	
Algoma Township	✓	Laketown Township	✓	Casnovia Township	
Alpine Township	✓	Allegan County	✓	Casnovia Village	
Bowne Township				Cedar Creek Township	
Byron Township	✓			Dalton Township	
Caledonia Township	✓			Egelston Township	
Caledonia Village				Fruitland Township	
Cannon Township	✓			Fruitport Township	
Cascade Township	✓			Fruitport Village	✓
Casnovia Village				Holton Township	
Ceder Springs City	✓			Laketon Township	
Courtland Township	✓			Lakewood Club Village	
East Grand Rapids City	✓			Monatgue City	
Gaines Township	✓			Montague Township	
Grand Rapids City	✓			Moorland Township	
Grand Rapids Township	✓			Muskegon City	✓
Grandville City	✓			Muskegon Township	
Grattan Township				Muskegon Heights	✓
Kent City Village				North Muskegon City	✓
Kentwood City	✓			Norton Shores City	✓
Lowell City	✓			Ravenna Township	
Lowell Township				Ravenna Village	
Nelson Township	✓			Roosevelt Park City	✓
Oakfield Township				Sullivan Township	
Plainfield Township	✓			Whitehall City	
Rockford City	✓			Whitehall Township	
Sand Lake Village				White River Township	
Solon Township				Muskegon County	✓
Sparta Township	✓				
Sparta Village	✓				
Spencer Township					
Tyrone Township					
Vergennes Township					
Walker City	✓				
Wyoming City	✓				
Kent County	✓				

Source: Grand Valley Metropolitan Council (GVMC), Macatawa Area Coordinating Council (MACC), and West Michigan Shoreline Regional Development Commission (WMSRDC).

Attachment E
2006 Dues for MPO Members

Grand Valley Metropolitan Council			
Agency	Dues¹		
	Transportation	Non-Transportation	Total
Allendale Township	\$2,087	\$3,521	\$5,608
Georgetown Twp.	\$6,665	\$11,248	\$17,913
Hudsonville City	\$1,146	\$1,933	\$3,079
Jamestown Township	\$810	\$1,367	\$2,177
Tallmadge Township	\$1,101	\$1,858	\$2,959
Ottawa County	\$1,476	\$9,165	\$10,640
Ottawa County R.C.	\$7,564	-	\$7,564
Ada Township	\$1,581	\$2,668	\$4,249
Algoma Township	\$1,215	\$2,051	\$3,266
Alpine Township	\$2,236	\$3,774	\$6,010
Byron Township	\$2,808	\$4,739	\$7,548
Caledonia Township	\$1,434	\$2,420	\$3,855
Cannon Township	\$1,932	\$3,260	\$5,192
Cascade Township	\$2,417	\$4,079	\$6,496
Cedar Springs City	\$498	\$840	\$1,338
Courtland Township	\$931	\$1,571	\$2,501
East Grand Rapids City	\$1,722	\$2,906	\$4,629
Gaines Township	\$3,218	\$5,430	\$8,648
Grand Rapids City	\$31,648	\$53,406	\$85,054
Grand Rapids Township	\$2,249	\$3,795	\$6,044
Grandville City	\$2,602	\$4,391	\$6,993
Kentwood City	\$7,241	\$12,219	\$19,460
Lowell City	\$642	\$1,084	\$1,726
Plainfield Township	\$4,831	\$8,153	\$12,984
Rockford City	\$740	\$1,249	\$1,989
Sparta Township	\$795	\$1,341	\$2,136
Sparta Village	\$665	\$1,122	\$1,787
Walker City	\$3,495	\$5,897	\$9,392
Wyoming City	\$11,099	\$18,729	\$29,828
Kent County	\$8,131	\$63,177	\$71,308
Kent County R.C.	\$27,688	-	\$27,688
Transit Partnership	\$7,000	-	\$7,000
Kent County Airport	\$721	-	\$721
Totals	\$150,388	\$237,393	\$387,782

Macatawa Area Coordinating Council			
Agency	Dues²		
	Transportation	Non-Transportation	Total
Holland City	-	-	\$34,606
Holland Township	-	-	\$33,338
Olive Township	-	-	\$4,775
Park Township	-	-	\$18,228
Port Sheldon Twp.	-	-	\$4,636
Zeeland City	-	-	\$5,588
Zeeland Township	-	-	\$8,768
Ottawa County	-	-	\$11,277
Ottawa County R.C.	-	-	\$11,880
Fillmore Township	-	-	\$2,857
Laketown Township	-	-	\$5,984
Allegan County	-	-	\$1,789
Allegan County R.C.	-	-	\$4,290
			\$148,016

West Michigan Shoreline Regional Development Commission			
Agency	Dues³		
	Transportation	Non-Transportation	Total
Ferrysburg City	\$1,220	-	\$1,220
Grand Haven City	\$4,470	-	\$4,470
Spring Lake Village	\$1,010	-	\$1,010
(Ottawa County) ⁴	-	-	-
Ottawa County R.C.	\$13,310	-	\$13,310
Harbor Transit	\$5,000	-	\$5,000
Fruitport Village	\$500	-	\$500
Muskegon City	\$16,040	-	\$16,040
Muskegon Heights City	\$4,820	-	\$4,820
North Muskegon City	\$1,620	-	\$1,620
Norton Shores City	\$9,010	-	\$9,010
Roosevelt Park City	\$1,560	-	\$1,560
Muskegon County	-	-	\$46,000
Muskegon County R.C.	\$22,180	-	\$22,180
Muskegon Transit	\$5,000	-	\$5,000
	\$85,740		\$131,740

Source: Grand Valley Metropolitan Council (GVMC), Macatawa Area Coordinating Council (MACC), and West Michigan Shoreline Regional Development Commission (WMSRDC).

¹ Cities, villages, and townships pay dues of \$0.27 per capita and transportation dues of \$0.16 per capita. The per capita rate is based on the 2000 Census population numbers. Counties pay \$0.11 per capita for non-transportation services and \$0.0105 per capita for transportation services. The fee for transportation services also includes a \$700 charge for each vote per year the county has on the policy committee. The dues for road commissions are based on the Federal Aid Urban Boundary mileage within the MPO. The Interurban Transit Partnership and the Kent County International Airport are charged a flat fee.

² Cities and townships pay \$1.00 per capita and counties pay \$0.11 per capita. The per capita rate is based on annual population estimates from the Census Bureau. Road commissions pay \$110 per federal aid road miles within the MACC area.

³ Cities and the road commissions pay dues on a \$0.40 per capita basis. The per capita rate is based the 2000 Census population numbers. The road commissions pay dues based on the population in the Federal Aid Urban Boundary. The Muskegon Area Transit System and Harbor Transit pay a flat fee of \$5,000. The cost of transportation services for Muskegon County is unknown. Muskegon County pays dues (\$46,000) for all services provided by the WMSRDC, including transportation and non-transportation services.

⁴ As proposed by WMSRDC, the membership fee for Ottawa County would be \$20,000, or \$0.40 per capita.

Attachment G

Population of Governmental Units in MPOs

Grand Valley Metropolitan Council				
Agency	Population			
	UA ¹	FAUB ²	MAB ³	Total ⁴
Allendale Township	9,088	10,899	13,042	13,042
Blendon Township	1,404	1,404	1,404	5,721
Georgetown Township	39,033	41,658	41,658	41,658
Hudsonville City	7,160	7,160	7,160	7,160
Jamestown Township	296	2,766	5,062	5,062
Polkton Township	0	94	94	2,335
Tallmadge Township	1,772	5,787	6,881	6,881
Wright Township	585	632	632	3,286
Ottawa County	59,338	70,400	75,933	238,314
Ada Township	5,870	9,721	9,882	9,882
Algoma Township	1,006	2,558	7,596	7,596
Alpine Township	11,248	11,889	13,976	13,976
Bowne Township	0	0	2,743	2,743
Byron Township	13,648	15,721	17,553	17,553
Caledonia Township	1,842	5,374	7,862	7,862
Caledonia Village	0	0	1,002	1,002
Cannon Township	5,848	7,502	12,075	12,075
Cascade Township	13,579	15,107	15,107	15,107
Casnovia Village	0	0	176	176
Ceder Springs City	0	3,105	3,112	3,112
Courtland Township	1,349	1,349	5,817	5,817
East Grand Rapids City	10,764	10,764	10,764	10,764
Gaines Township	16,620	18,021	20,112	20,112
Grand Rapids City	197,800	197,800	197,800	197,800
Grand Rapids Township	12,976	14,056	14,056	14,056
Grandville City	16,263	16,263	16,263	16,263
Grattan Township	0	0	3,551	3,551
Kent City Village	0	0	1,061	1,061
Kentwood City	45,069	45,255	45,255	45,255
Lowell City	0	4,013	4,013	4,013
Lowell Township	0	2,193	5,219	5,219
Nelson Township	0	0	3,700	3,700
Oakfield Township	0	0	5,058	5,058
Plainfield Township	26,085	30,151	30,195	30,195
Rockford City	4,626	4,626	4,626	4,626
Sand Lake Village	0	0	492	492
Solon Township	0	161	4,662	4,662
Sparta Township	703	1,944	4,779	4,779
Sparta Village	3,988	4,159	4,159	4,159
Spencer Township	0	0	3,681	3,681
Tyrone Township	0	0	3,067	3,067
Vergennes Township	0	559	3,611	3,611
Walker City	21,623	21,842	21,842	21,842
Wyoming City	68,835	69,368	69,368	69,368
Kent County	479,742	513,501	574,235	574,235
Totals	539,080	583,901	650,168	812,549

Macatawa Area Coordinating Council				
Agency	Population			
	UA ¹	FAUB ²	MAB ³	Total ⁴
Holland City	34,900	35,048	35,048	35,048
Holland Township	28,108	28,688	28,911	28,911
Olive Township	306	306	4,691	4,691
Park Township	16,146	17,579	17,579	17,579
Port Sheldon Township	15	15	4,503	4,503
Zeeland City	5,805	5,805	5,805	5,805
Zeeland Township	3,817	4,189	7,613	7,613
Ottawa County	82,043	84,428	96,948	238,314
Fillmore Township	28	492	2,756	2,756
Laketown Township	2,670	2,971	5,561	5,561
Allegan County	9,752	10,665	15,519	105,665

West Michigan Shoreline Regional Development Commission				
Agency	Population			
	UA ¹	FAUB ²	MAB ³	Total ⁴
Crockery Township	24	24	3,782	3,782
Ferrysburg City	3,040	3,040	3,040	3,040
Grand Haven City	11,168	11,168	11,168	11,168
Grand Haven Township	11,438	11,560	13,278	13,278
Robinson Township	215	300	5,588	5,588
Spring Lake Township	8,092	10,626	10,626	10,626
Spring Lake Village	2,514	2,514	2,514	2,514
Ottawa County	36,491	39,232	49,996	238,314
Blue Lake Township	0	0	1,990	1,990
Casnovia Township	0	0	2,513	2,513
Casnovia Village	0	0	139	139
Cedar Creek Township	0	0	3,109	3,109
Dalton Township	419	419	7,041	7,041
Egelston Township	6,830	7,168	9,537	9,537
Fruitland Township	0	0	5,235	5,235
Fruitport Township	8,321	9,078	11,409	11,409
Fruitport Village	1,124	1,124	1,124	1,124
Holton Township	0	0	2,532	2,532
Laketown Township	4,186	5,109	7,363	7,363
Lakewood Club Village	0	0	1,006	1,006
Monatgue City	0	0	2,407	2,407
Montague Township	0	0	1,637	1,637
Moorland Township	0	0	1,616	1,616
Muskegon City	40,095	40,105	40,105	40,105
Muskegon Township	16,052	16,788	17,737	17,737
Muskegon Heights City	12,049	12,049	12,049	12,049
North Muskegon City	4,031	4,031	4,031	4,031
Norton Shores City	20,849	22,527	22,527	22,527
Ravenna Township	0	0	1,650	1,650
Ravenna Village	0	0	1,206	1,206
Roosevelt Park City	3,890	3,890	3,890	3,890
Sullivan Township	392	612	2,477	2,477
Whitehall City	0	0	2,884	2,884
Whitehall Township	0	0	1,648	1,648
White River Township	0	0	1,338	1,338
Muskegon County	118,238	122,900	170,200	170,200
Totals	154,729	162,132	220,196	408,514

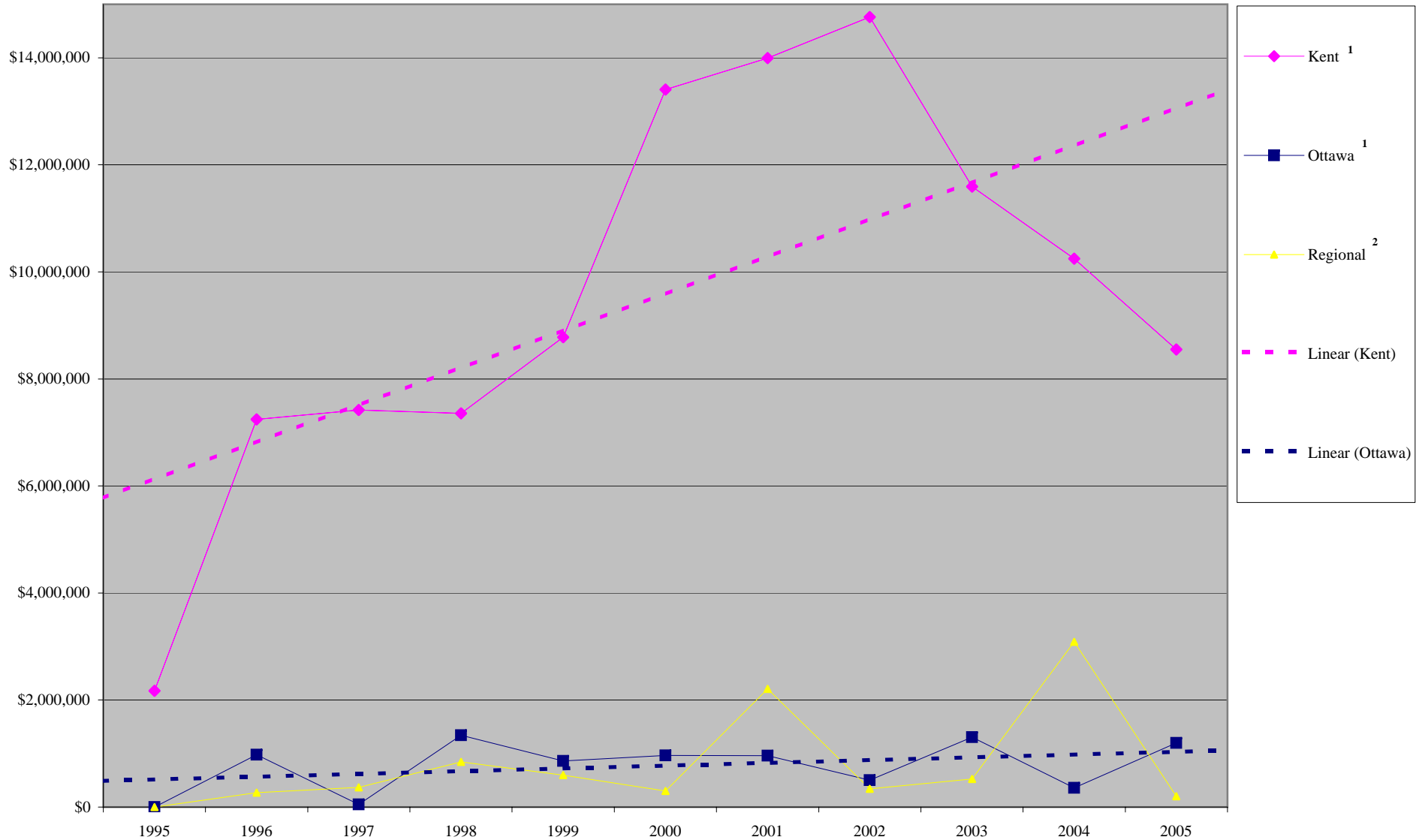
Source: U.S. Census Bureau, 2000 Census.

¹ Total Population within Urbanized Area Boundary.

² Total Population within Federal Aid Urban Boundary.

⁴ Total Population for governmental unit.

Attachment H Total Federal Funds for Local Projects (Grand Valley Metropolitan Council)



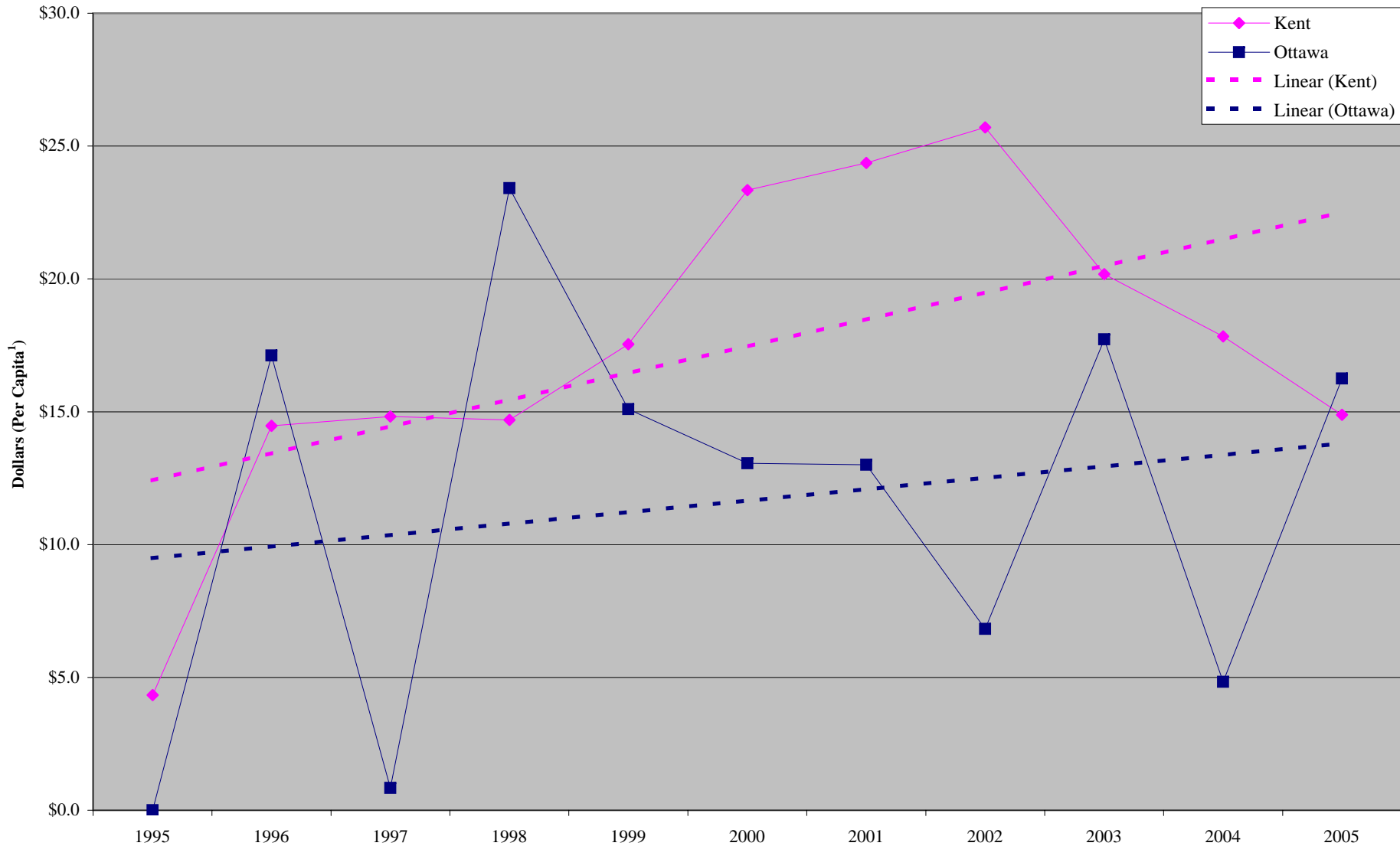
Attachment H

Source: Grand Valley Metropolitan Council (GVMC) Transportation Improvement Program (1995-2005). Federal funds listed in these documents are not based on final costs, but on estimated costs.

¹ Includes only specified Beautification, Construction, Improvement, Engineering, Purchase of Right-of-Way, and Wetland Mitigation Projects as well as Environmental Impact Studies.

² Includes federal funds for GVMC programs which are budgeted, but not earmarked. In some cases, these programs fund regional projects, such as Intelligent Transportation Systems; Geographic Information Systems; Pavement and Congestion Management Systems; and Ozone Action!. In other cases, the budgeted funds may be allocated for specific projects after the Transportation Improvement Program is finalized. These include budgeted funds for non-motorized pathways and transportation planning studies.

Attachment I Per Capita Funds (Federal) for Local Projects (Grand Valley Metropolitan Council)

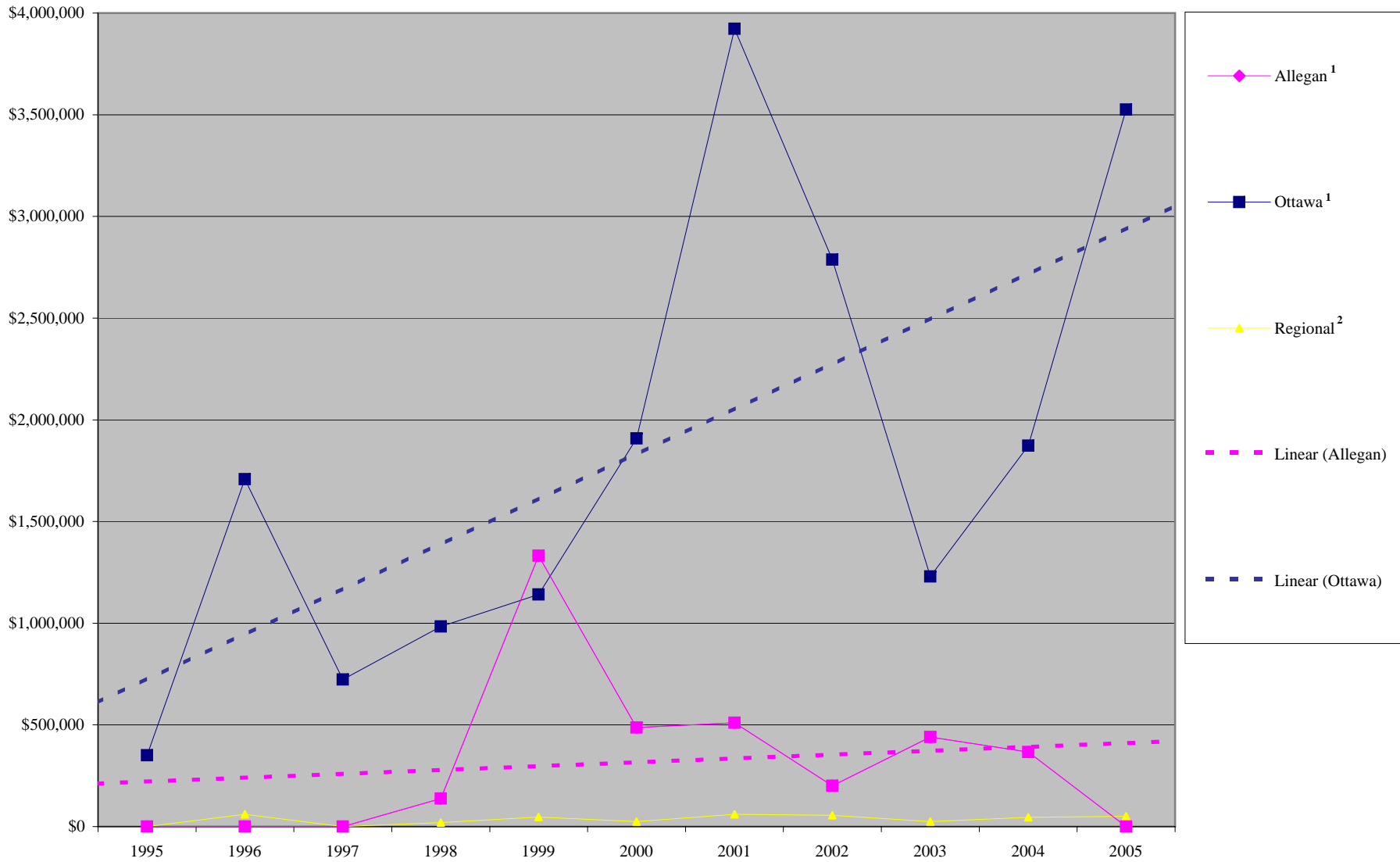


Attachment I

Source: Grand Valley Metropolitan Council (GVMC) Transportation Improvement Program (1995-2005). Federal funds listed in these documents are not based on final costs, but on estimated costs.

¹ Includes only specified Beautification, Construction, Improvement, Engineering, Purchase of Right-of-Way, and Wetland Mitigation Projects as well as Environmental Impact Studies. Per Capita dollars have been determined by calculating the total funds for local projects in each County divided by population figures based on the 1990 Census and 2000 Census. For Ottawa County, the population figure was derived by using only the population of local units of government located entirely within GVMC boundaries. These local units include the City of Hudsonville as well as Allendale, Georgetown, Jamestown, and Tallmadge Townships. All of Kent County is included within GVMC boundaries. Therefore, the entire population of Kent County was used to calculate per capita values.

Attachment J Total Federal Funds for Local Projects (Macatawa Area Coordinating Council)



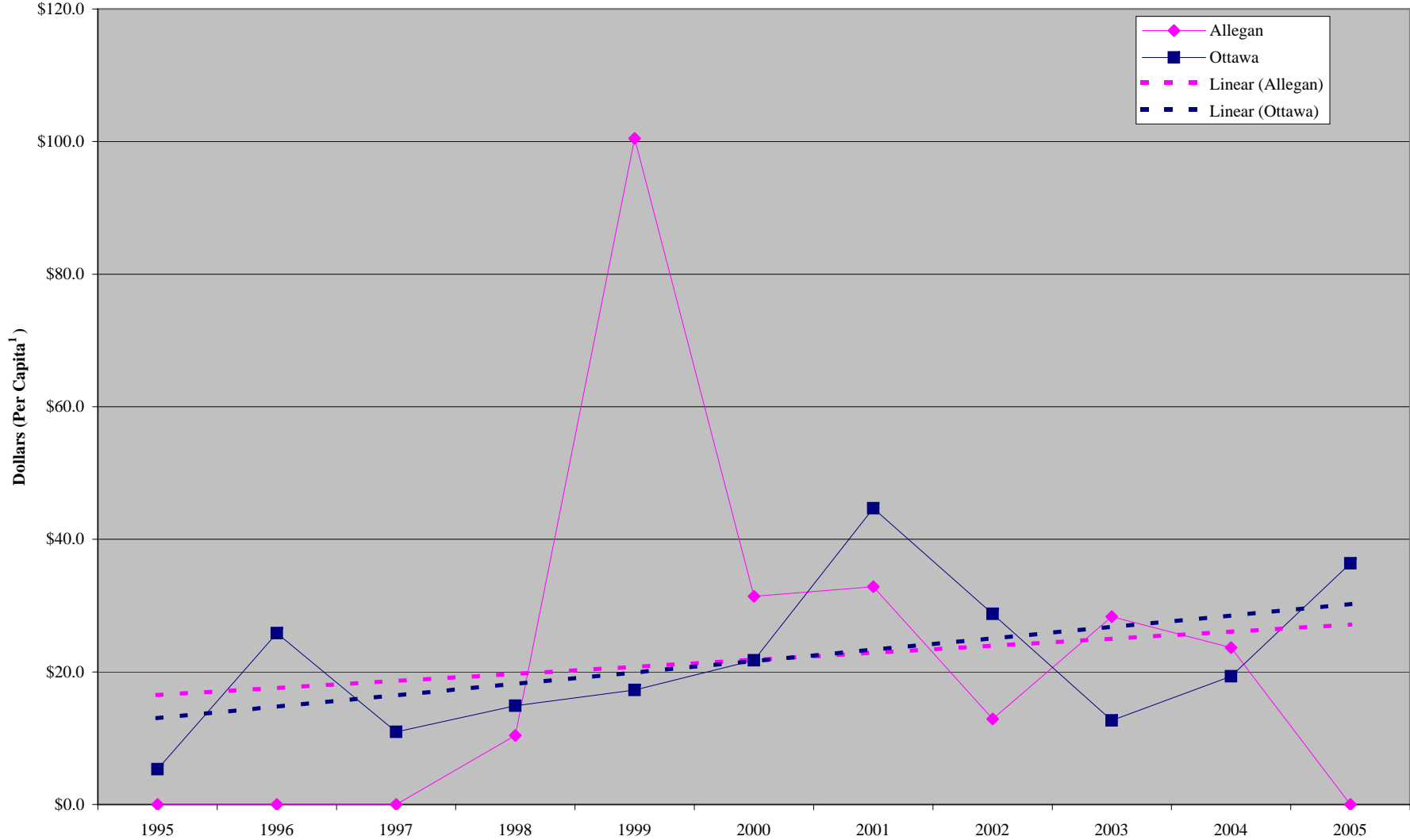
Attachment J

Source: Macatawa Area Coordinating Council (MACC) Transportation Improvement Program (1995-2005). Federal funds listed in these documents are not based on final costs, but on estimated costs.

¹ Includes only specified Beautification, Construction, Improvement, Engineering, Purchase of Right-of-Way, and Wetland Mitigation Projects as well as Environmental Impact Studies.

² Includes federal funds for MACC programs which are budgeted, but not earmarked. These programs fund regional projects, such as the Traffic Count Program and Ozone Action!.

Attachment K Per Capita Funds (Federal) for Local Projects (Macatawa Area Coordinating Council)

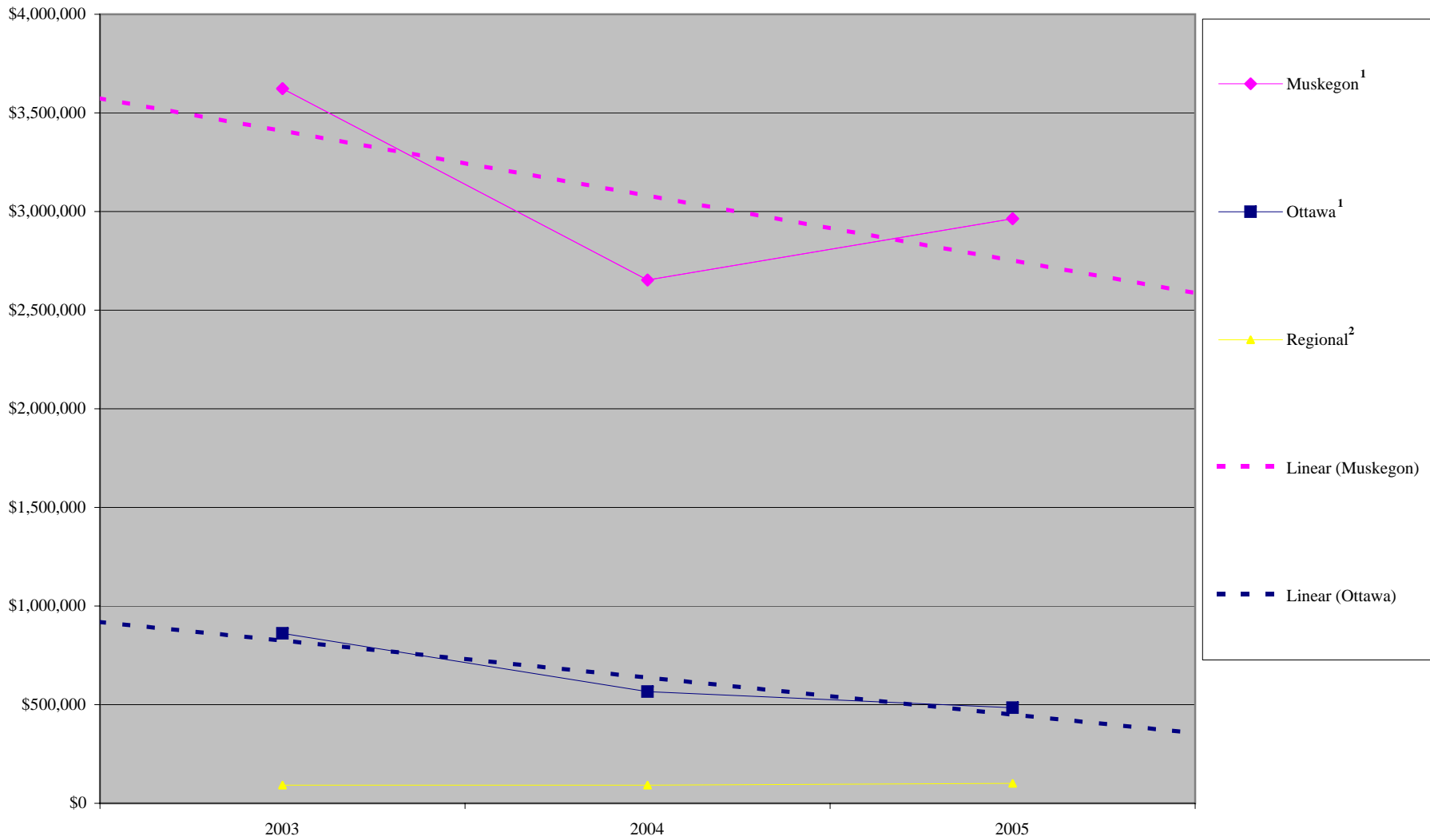


Attachment K

Source: Macatawa Area Coordinating Council (MACC) Transportation Improvement Program (1995-2005). Federal funds listed in these documents are not based on final costs, but on estimated costs.

¹ Includes only specified Beautification, Construction, Improvement, Engineering, Planning, Purchase of Right-of-Way, and Wetland Mitigation Projects as well as Environmental Impact Studies. Per Capita dollars have been determined by calculating the total funds for local projects in each County divided by population figures based on the 1990 Census and 2000 Census. For Ottawa County, the population figure was derived using the population of local units of government located within MACC Boundaries. For 1995-2001, these local units include the Ottawa County portion of the City of Holland as well as Zeeland City and Holland, Park, and Zeeland Townships. In 2002, Olive and Port Sheldon Townships became members of the MACC. As a result, the population of these local units was added to the population totals during 2002-2005. For Allegan County, the population figure was derived using the population of local units of government located with MACC Boundaries. These local units include the Allegan County portion of the City of Holland as well as Fillmore and Laketown Townships.

Attachment L Total Federal Funds for Local Projects (West Michigan Shoreline Regional Development Commission)



Attachment L

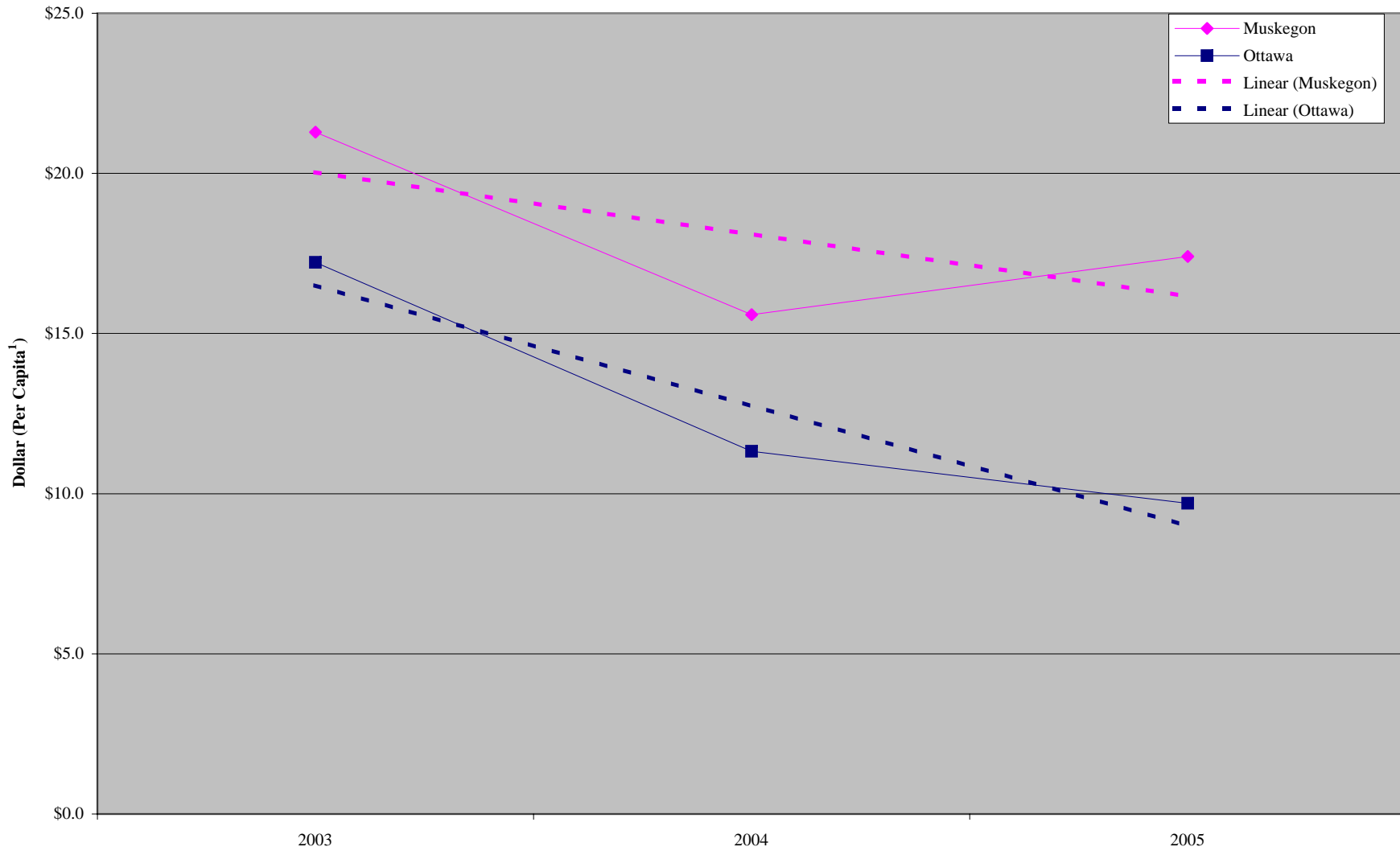
Source: West Michigan Shoreline Regional Development Commission (WMSRDC) Transportation Improvement Program (1995-2005). Federal funds listed in these documents are not based on final costs, but on estimated costs.

¹ Includes only specified Beautification, Construction, Improvement, Engineering, Planning, Purchase of Right-of-Way, and Wetland Mitigation Projects as well as Environmental Impact Studies.

² Includes federal funds for WMSRDC programs which are budgeted, but not earmarked. These programs fund regional projects, such as the Rideshare Program and Ozone Action!.

Attachment M

Per Capita Funds (Federal) for Local Projects (West Michigan Shoreline Regional Development Commission)



Attachment M

Source: West Michigan Shoreline Regional Development Commission (WMSRDC) Transportation Improvement Program (2003-2005). Federal funds listed in these documents are not based on final costs, but only estimated costs

¹ Includes specified Beautification, Construction, Improvement, Engineering, Purchase of Right-of-Way, and Wetland Mitigation Projects as well as Environmental Impact Studies. Per Capita dollars have been determined by calculating the total funds for local projects in each County divided by population figures based on the 2000 Census. For Ottawa County, the population figure was derived using the population of local units of government located within WMSRDC Boundaries. These local units include the cities of Ferrysburg and Grand Haven; the Village of Spring Lake; and Crockery, Grand Haven, Robinson, and Spring Lake Townships. All of Muskegon County is included within WMSRDC boundaries. Therefore, the entire population of Muskegon County was used to calculate per capita values.

Attachment N
MPO Projects in Ottawa County (2003-2005)

		Project	Limits	Scope	Jurisdiction	Length	Federal	State	Non-Fed	Total	
GVMC	2003	44th Street	8th Ave. to Chicago Drive	Reconstruct/widen to 5 lanes	OCRC	1.5	\$1,307,960	-	\$567,040	\$1,875,000	
	2004	Ransom Street	Kenowa Ave. to 8th Ave.	Widen from 10' lane to 12' lane	OCRC	1.0	\$156,845	-	\$63,115	\$219,960	
		Fillmore Street	40th Ave. to 42nd Ave.	Geometric upgrades	OCRC	0.5	\$200,000	-	\$81,000	\$281,000	
	2005	8th Avenue	I-196 to Ransom St.	Reconstruct/widen to 3 lanes	OCRC	1.5	\$1,002,434	-	\$397,566	\$1,400,000	
		8th Avenue	44th Street to I-196	Reconstruct/widen to 3 lanes	OCRC	1.3	\$1,217,241	-	\$500,977	\$1,718,218	
						<i>GVMC Subtotal</i>		\$0	\$1,609,698	\$5,494,178	
MACC	2003	Douglas/Ottawa Beach Road	River Ave. to 152nd Ave,	Resurface	OCRC	2.4	\$386,000	-	\$174,000	\$560,000	
		120th Avenue	Riley St to Quincy St.	Construct non-motorized facility	Holland Twp.	1.0	\$108,000	-	\$27,000	\$135,000	
		88th Avenue	Quincy St. to Ransom St.	Construct non-motorized facility	Zeeland Twp.	0.5	\$56,000	-	\$14,000	\$70,000	
		Adams Street	88th Ave. to 80th Ave.	Construct non-motorized facility	Zeeland Twp.	1.0	\$108,000	-	\$27,000	\$135,000	
		Adams Street	Macatawa River	Replace bridge	OCRC	-	\$572,000	-	\$30,000	\$602,000	
	2004	Fairbanks Avenue	8th St. to 16th St.	Reconstruct w/curb & gutter	Holland	0.5	\$520,000	-	\$130,000	\$650,000	
		Adams Street	108th Ave. to I-196	Construct non-motorized facility	Holland Twp.	0.9	\$290,000	-	\$72,500	\$362,500	
		Adams Street	96th Ave. to 88th Ave.	Construct non-motorized facility	Zeeland Twp.	1.0	\$143,500	-	\$106,500	\$250,000	
		Riley Street	State St. to Fairview Ave.	Reconstruct, add center lane	MACC	1.0	\$416,700	\$624,000	\$202,300	\$1,243,000	
		U.S. 31	at Greenly St.	Construct indirect left turn at median	MACC	0.3	\$168,000	-	\$42,000	\$210,000	
		U.S. 31	Ottawa County Line to 8th St.	Rehabilitate	MDOT	2.2	\$3,402,505	\$754,495	-	\$4,157,000	
		M-21	Macatawa River	Bridge replacement	MDOT	-	\$943,000	\$235,750	-	\$1,178,750	
		8th Street Streetscape	Pine Ave. to Maple Ave.	Reconstruct w/decorative lighting	Holland	n/a	\$302,593	-	\$106,317	\$408,910	
	Business Loop 196	at State Street	Construct indirect left turn at median	MDOT/Zeeland	-	\$200,000	-	\$50,000	\$250,000		
	Riley Street	U.S. 31 to CSX Crossing	Reconstruct/widen from 2 to 5 lanes	OCRC/Holland Twp.	0.9	-	\$500,000	\$1,500,000	\$2,000,000		
	2005	River Avenue ¹	Pine Ave. to Douglas Ave.	Reconstruct/widen roadway & bridge	Holland/OCRC/Holland Twp.	0.4	\$1,634,000	-	\$4,385,000	\$6,019,000	
		Main Avenue ¹	Fairview Ave. to M-21	Reconstruct	Zeeland	0.3	\$479,000	-	\$642,000	\$1,121,000	
		Pine Avenue ¹	River Ave. to 7th St.	Widen from 2 to 3 lanes	Holland	0.6	\$883,000	-	\$1,200,000	\$2,083,000	
		River Avenue	Macatawa River	Pedestrian bridge	Holland/Holland Twp.	0.1	\$130,000	-	\$290,000	\$420,000	
		Chicago Drive	Washington Ave. to 80th Ave.	Construct indirect turns	MDOT/OCRC	-	\$399,011	\$66,295	\$33,147	\$498,453	
						<i>MACC Subtotal</i>		\$11,141,309	\$2,180,540	\$9,031,764	\$22,353,613
WMSRDC	2003	Lakeshore Drive	Hayes St. to Buchanan St.	Resurface & add 3' paved shoulders	OCRC	3.1	\$213,000	-	\$123,000	\$335,000	
		Robbins Road	U.S. 31 to 178th Ave.	Reconstruct	Grand Haven	0.5	\$240,000	-	\$60,000	\$300,000	
		Lake Avenue	River St. to Leonard St.	Resurface	Spring Lake Village	0.3	\$132,000	-	\$33,594	\$165,594	
		148th Avenue	M-104 to Leonard St.	Construct non-motorized facility	Spring Lake Twp./OCRC	1.0	\$276,000	-	\$124,000	\$400,000	
		U.S. 31	SB off-ramp to 3rd Street	Deceleration lane	MDOT	-	\$294,400	\$73,600	-	\$368,000	
	2004	Lakeshore Drive	Buchanan St. to Fillmore St.	Resurface & add 3' paved shoulders	OCRC	3.2	\$259,445	-	\$356,555	\$616,000	
		North Shore Drive	Hidden Dune Dr. to 0.5 miles west	Resurface	Ferrysburg	1.1	\$164,570	-	\$47,390	\$212,500	
		Liberty Street	Cutler St. to Buchanan St.	Resurface	Spring Lake	0.3	\$141,984	-	\$41,354	\$183,338	
		M-104	at School St.	Intersection improvement	MDOT	-	\$148,000	\$37,000	-	\$185,000	
	2005	Mercury Drive	Robbins Rd. to GH City Limits	Resurface & add 3' paved shoulders	OCRC	5.6	\$255,120	-	\$544,880	\$800,000	
		Sheldon Street	Howard Ave. to Taylor St.	Resurface & add 3' paved shoulders	Grand Haven	n/a	\$229,613	-	\$130,387	\$360,000	
		M-104	at Krueger St.	Add right turn lane	MDOT	-	\$40,000	\$10,000	-	\$50,000	
M-104		Buchanan St. to Lake St.	Rehabilitate	MDOT	0.6	\$754,400	\$188,600	-	\$943,000		
						<i>WMSRDC Subtotal</i>		\$3,148,532	\$309,200	\$1,461,160	\$4,918,432
						Grand Total		\$18,174,321	\$2,489,740	#####	\$32,766,223

Source: Grand Valley Metropolitan Council Transportation Improvement Program (2002-2004 & 2004-2006), Macatawa Area Coordinating Council Transportation Improvement Program (2002-2004 & 2004-2006), and West Michigan Shoreline Regional Development Commission Transportation Improvement Program (2002-2004 & 2004-2006).

Attachment O
MPO Projects in Ottawa County (2006-2008)

		Project	Limits	Scope	Jurisdiction	Length	Federal	State	Non-Fed	Total	
GVMC	2006	Old M-45	Grand River to M-45	Resurface	MDOT	2.3	\$100,000	-	\$25,000	\$125,000	
		M-6	at 8th Ave. Exit	Construct carpool lot	MDOT	-	\$119,200	-	\$29,800	\$149,000	
	2007	Baldwin Street	20th Ave. to 28th Ave.	Reconstruct/widen to 5 Lanes	OCRC	1.0	\$700,000	-	\$300,000	\$1,000,000	
		Old M-21	Hudsonville City Limits to 12th Ave.	Resurface	MDOT	2.1	\$2,104,000	-	\$526,000	\$2,630,000	
	2008	Old M-21	12th Ave. to School St.	Resurface	MDOT	1.1	\$1,292,000	-	\$323,000	\$1,615,000	
28th Avenue		Hudsonville City Limits to Baldwin St.	Reconstruct/widen to 5 Lanes	OCRC	1.4	\$1,440,000	-	\$960,000	\$2,400,000		
						<i>GVMC Subtotal</i>		\$5,755,200	\$0	\$2,163,800	\$7,919,000
MACC	2006	96th Avenue	Woodbridge St. to Adams St.	Construct non-motorized facility	Holland Twp./ Zeeland Twp.	0.5	\$58,000	-	\$21,000	\$79,000	
		Business Loop 196	96th Ave. to I-196	Reconstruct	MDOT	2.3	\$3,119,200	\$779,800	-	\$3,899,000	
		U.S. 31	Over CSX Railroad	Substructure repair	MDOT	-	\$367,067	\$91,767	-	\$458,834	
		120th Avenue	Port Sheldon St. to M-45	Resurface existing pavement and add 3' paved shoulders	OCRC	6.0	\$370,000	\$350,000	-	\$720,000	
	2007	Lakewood Boulevard	River Ave. to Lakeshore Dr.	Resurface existing 4 lane and 2 lane roadway	OCRC	4.5	\$448,000	-	\$112,000	\$560,000	
		Riley Street	Westshore Dr. to 120th Ave.	Reconstruct/widen from 2-5 lanes w/curb and gutter	OCRC	0.7	\$1,045,000	-	\$355,000	\$1,400,000	
		U.S. 31	James St. to M-45	Resurface	MDOT	12.0	\$1,828,000	\$457,000		\$2,285,000	
	2008	8th Street	East of Paw-Paw Country Club	Reconstruct w/curb and gutter	Holland	0.9	\$640,000	-	\$160,000	\$800,000	
		Main Street	Colonial Ave. to Washington St.	Reconstruct	Zeeland	0.4	\$531,200	-	\$132,800	\$664,000	
		I-196	Zeeland Rest Area	Replace Rest Area	MDOT	-	\$2,080,000	\$520,000		\$2,600,000	
						<i>MACC Subtotal</i>		\$10,486,467	\$2,198,567	\$780,800	\$13,465,834
WMSRDC	2006	Mercury Drive	Robbins Rd. to Comstock St.	Reconstruct & add turn lane	OCRC	0.8	\$315,778	-	\$284,222	\$600,000	
		Pine Street	3rd St. to Smith's Bayou Bridge	Reconstruction/resurface	Ferrysburg	0.6	\$292,270	-	\$124,230	\$416,500	
		U.S. 31	Buchanan St. to Madison St.	Add center left turn lanes	MDOT	5.8	\$1,035,403	-	\$229,597	\$1,265,000	
	2007	Waverly Avenue	Albee St. to Moreland St.	Reconstruct	Grand Haven	0.8	\$283,302	-	\$116,698	\$400,000	
		Jackson/Meridian/Prospect	Savidge St. to Exchange St.	Resurface	Spring Lake	0.5	\$180,114	-	\$74,193	\$254,307	
	2008	Mercury Drive	Comstock St. to Groesbeck St.	Reconstruct w/curb, gutter, and storm sewer	MDOT	1.0	\$566,603	-	\$233,397	\$800,000	
		174th Avenue	Van Wagoner St. to Leppinks Plaza	Reconstruct w/curb, gutter, and storm sewer	Ferrysburg	0.3	\$403,019	-	\$106,981	\$510,000	
		7th Street	Columbus St. to Beacon Blvd.	Resurface	Grand Haven	0.2	\$71,121	-	\$18,879	\$90,000	
		Taylor Avenue	Wisconsin St. to Beechtree St.	Resurface	Grand Haven	1.3	\$355,605	-	\$94,395	\$450,000	
		Mercury Drive	Groesbeck St. to 144th Ave.	Reconstruct/widen from 2 to 3 lanes, replace bridge	OCRC	0.9	\$711,210	-	\$188,790	\$900,000	
						<i>WMSRDC Subtotal</i>		\$4,214,425	\$0	\$1,471,382	\$5,685,807
						Grand Total		\$20,456,092	\$2,198,567	\$4,415,982	\$27,070,641

Attachment O

Source: Grand Valley Metropolitan Council Transportation Improvement Program (2006-2008), Macatawa Area Coordinating Council Transportation Improvement Program (2006-2008), and West Michigan Shoreline Regional Development Commission Transportation Improvement Program (2006-2008).