METROPOLITAN PLANNING ORGANIZATIONS

In metropolitan areas of more than 50,000 residents, TEA-21 requires that a MPO be designated by agreement between the Governor and all affected local governments. Each MPO is responsible for developing a three year TIP by working with city and county transportation agencies, local transit operators and state transportation officials. In addition, MPOs are required to provide a public involvement plan including "reasonable opportunity" for comment on the TIP.

The MPO TIPs are part of the overall STIP. Each TIP lists all federal-aid projects within its boundaries including road, street, highway and transit programs. Projects are developed by the various transportation agencies within the MPO including cities, county road commissions, public transit agencies and MDOT. The MPO planning process is used to identify needs and prioritize projects within the metropolitan area boundary. All major projects must have been listed in the MPO Long Range Plan which covers a 20-year period. The MPO Long Range Plans are updated on a five year cycle except for areas with air quality conformity restrictions; these are updated every three years.

The following Michigan cities have MPOs or are part of a larger MPO; Ann Arbor, Bay City, Battle Creek, Benton Harbor/St. Joseph, Detroit, Flint, Grand Rapids, Holland/Zeeland, Jackson, Kalamazoo, Lansing, Muskegon, Port Huron, and Saginaw. In addition, the bi-state metropolitan areas of Niles, MI/South Bend, IN and Monroe County, MI/Toledo, OH are also required to work within an MPO. Most Michigan metropolitan areas have their own MPO. However, Ann Arbor, Detroit, Port Huron and Monroe County are all represented by the Southeastern Michigan Council of Governments (SEMCOG). Also, Niles and Benton Harbor/St. Joseph are represented by the Southwestern Michigan Commission (SWMC).

A list of contacts for each MPO with phone, fax, and e-mail is included in Appendix A.

AIR QUALITY CONFORMITY IN MICHIGAN

The State of Michigan has no non-attainment areas for the one hour Ozone Standard. Michigan does have several attainment/maintenance areas. Metropolitan Detroit (7 county SEMCOG area), Grand Rapids (Kent and Ottawa counties), Muskegon and Allegan counties are required to complete budget test transportation conformity modeling demonstrations. Genesee, Bay, Midland, and Saginaw counties are redesignated to attainment/maintenance status under the minimal maintenance plan and are subject to non-constraining budgets with no modeling demonstration required.

Implementation of a new 8 hour Ozone Standard has been remanded by Congress back to the EPA for revising the implementation plan. Revision of the plan is not expected to be completed in time to affect the 2002-2004 STIP/TIPs.
Metropolitan Planning Areas and Their Boundaries

Metropolitan Planning Organizations

1. Southeast Michigan Council of Governments
2. Grand Valley Metro Council
3. Genesee County Metropolitan Planning Commission
4. Tri-County Regional Planning Commission
5. Kalamazoo Area Transportation Study
6. Saginaw County Metropolitan Planning Commission
7. West Michigan Shoreline Regional Development Commission
8. Southwestern Michigan Commission
9. Region 2 Planning Commission - Jackson Area
10. Battle Creek Area Transportation Study
11. Bay County Planning Department
12. Macatawa Area Coordinating Council
THE MDOT-MPO COOPERATIVE PLANNING PROCESS

The state’s 12 MPOs and the Department, in 1997, committed to development of a new framework for conducting continuing, cooperative, and comprehensive transportation planning in Michigan’s MPO areas. The goal of the updated process is to foster closer coordination in all aspects of the transportation plan development process.

The process defines each agency's roles and responsibilities in the Urban Transportation Planning process. The new process, unified the overall transportation planning process into one coordinated effort for both the STIP/TIP, the five-year investment strategy, and 20-year State Long Range Plan.

The process encourages teamwork and consensus building to identify state and local transportation needs, evaluate proposed projects to address those needs, and utilize agreed-to planning tools to reach agreement for metropolitan transportation systems. The following are the basic steps in the process:

- Establish goals and objectives consistent with those of the State Transportation Commission.
- Develop a statewide revenue assessment.
- Identify tools for analysis and evaluation.
- Identify and assess needs.
- Forecast MPO revenues.
- Define program structure.
- Develop criteria for project prioritization within program structure categories.
- Develop the 20 Year Plan/Program.
- Identify 5 Year Investment Strategy.
- Develop 3 Year STIP/TIP.

MDOT FIVE YEAR ROAD AND BRIDGE PROGRAM

The Department, at the direction of the Governor and the State Transportation Commission, has, for the past three years, been issuing a Five Year Road and Bridge Program. The five year program, Volume III, contains current investment strategies as well as a list of the specific road and bridge projects to be undertaken each year between 2001 and 2005 and includes Governor Engler’s “Build Michigan III” program.

This 5-year investment strategy is a key component of the cooperative planning process and provides the public as well as the MPOs and other transportation agencies with a longer term perspective regarding the trunkline program. The projects in the five year plan received extensive local review and for the 2002, 2003, and 2004 fiscal years provided the basis for the trunkline portion of the STIP.

Development of the Department’s Five Year Road and Bridge Program is based on investment strategies, sound asset management principles, and extensive customer feedback. New technology makes it possible to combine long-term goals with current condition data to generate a five year
program as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

The combination of highway and bridge projects included in the plan represent a coordinated effort to achieve the following specific long-term goals:

**Highways**: To have 95 percent of trunkline freeways and 85 percent of trunkline non-freeways in good condition by 2007.

**Bridges**: To have 95 percent of freeway bridges and 85 percent of non-freeway bridges in good condition by 2007.

All improvements in the plan are prioritized based on need, with a specific focus on fixing the worst roads and bridges first and extending the life of roads and bridges already in good condition. The MDOT program is balanced to include a combination of long term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive Capital Preventive Maintenance program, and routine maintenance of the system. It includes the following:

- Road improvements will continue to be prioritized on the basis of long term asset management strategies.
- MDOT bridge preservation projects are prioritized through MDOT’s “Strategic Investment Plan for Trunkline Bridges” applying the right fix at the right time.
- To minimize motorist inconvenience, MDOT will use a “corridor approach to group projects together during the same construction season. Continue to keep lanes open during weekends and other tourism periods
- Continue incentives to contractors for early completion of projects and encourage construction during non-peak hours. Award contracts earlier to start construction earlier and reduce costs.
- Implement Build Michigan III to address economic development and congestion. These projects will provide a more responsive transportation system for motorists, business, tourists, commuters, and citizens going about their daily routine.

**Public Transit Programs**

The basic structure of federal transit programs has not changed from the previous STIP. The primary federal-aid programs that provide funds for public transportation are listed below. The funding flexibility features and similar matching ratios to the highway programs have been retained. Transit funds may be used for highway improvements, but under somewhat more stringent conditions than when using highway funds for transit improvements. These transit programs include:

**Section 5307 Program** - A transit program geared specifically to urbanized areas to provide both capital and operating assistance. Projects to be funded through this program are described in the relevant metropolitan area TIPs. A portion of the Program is for areas under 200,000 population and a
portion goes directly to areas over 200,000.

**Section 5310 Program** - This program provides capital equipment to private nonprofit organizations or public transit agencies to meet the special needs of elderly persons and persons with disabilities.

**Section 5311 Program** - This program provides operating assistance to local public transit agencies in areas of the state with populations of less than 50,000 and capital grants for intercity facilities and equipment. Funding for operating assistance is provided as a percentage of eligible costs, not to exceed 50 percent of the operating net eligible costs. The Rural Technical Assistance Program (RTAP) provides funding for training, technical assistance, research and support services.

**Section 5309 Program** - This program provides discretionary capital assistance for projects not covered by other federal capital programs. It provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects. Funding for this program is provided through a grant application process.

**Job Access / Reverse Commute Program** - This program is designed to increase transit service to employment opportunities.

**Over-the-Road Bus Program** - This program provides funds to help operators of over-the-road bus service.
RURAL TASK FORCES

Transportation projects to be implemented in non-urban areas, are selected by a series of Rural Task Forces. These task forces represent the jurisdictions providing transportation services and include cities, unincorporated villages with fewer than 5,000 residents, transit operators, county road commissions, MDOT, and, where appropriate, Indian Tribal Governments.

The Rural Task Forces select projects in accordance with funding targets established by MDOT, based on projected amounts of federal and state funds to be received. Projects within the task force boundaries are reviewed for eligibility and consistency with the criteria established for the state’s Transportation Economic Development Fund and the federal Surface Transportation Program. The projects covered in this STIP include all local surface transportation improvements to be implemented over the next three years outside the metropolitan area boundaries. Projects within the MPO areas are included in the appropriate TIP. The graphic on the following page shows the task force boundaries.

SMALL URBAN AREAS

In years past, federal aid was available to cities with populations between 5,000 and 50,000 (5-50 Cities) through the Federal Aid Urban Systems Program. TEA-21 does not provide specific funds for these areas but, in direct response to requests by local officials, MDOT makes some funds available for transportation projects in these areas.

The funds are distributed to individual cities through a competitive funding program administered by the state. Consistency with TEA-21 requirements is a key component in the determination of project eligibility. The cities must demonstrate that transit providers have been included as full partners in the project selection process and that the necessary public involvement has been conducted prior to project submittal. Small urban areas within a metropolitan area boundary must participate in the MPO planning process as well, and gain the MPO's approval of the project before submitting it to MDOT for funding.