

UNIFIED  
WORK  
PROGRAM

FY2014

West Michigan Metropolitan  
Transportation Planning  
Program

West Michigan Shoreline Regional Development Commission  
(WMSRDC)

**June 2013**

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## I. INTRODUCTION

The Unified Planning Work Program (UWP) for the West Michigan Metropolitan Transportation Planning Program (WestPlan), hereafter referred to as WestPlan, is an outline of the activities and budgets for the October 1, 2013 through September 30, 2014 fiscal year, hereinafter referred to as FY14. It identifies the various transportation planning studies that are to be undertaken and the estimated budget and schedule for each work item. The UWP identifies the agency or agencies responsible for each work item and the distribution of funding and expenditures among those various agencies.

Separate budget and/or work program documents are prepared annually for local projects involving statewide SPR funds, 49 U.S.C. §5303 funds, 49 U.S.C. §5307 funds, 49 U.S.C. §5313(b) funds, and the CMAQ (Clean Air Action Program) funds. Those documents form the basis of funding approval for those funds.

The UWP has been developed by the West Michigan Shoreline Regional Development Commission staff based on continuing studies, the status of activities in the present UWP, and input from the participating agencies and committees. Each year the UWP will be based upon the needs identified in the current WestPlan 2035 Long-Range Transportation Plan, and will describe activities that will bring about achievement of the goals and objectives identified in the long-range plan. All activities and products identified in this document (excluding traffic counts) will be completed by Commission staff.

The UWP is reviewed and approved by the Transportation Policy Committee. The UWP is then reviewed by The Michigan Department of Transportation (MDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The final document is developed in consideration of state and federal comments, as well as public input.

Activities outlined in the current UWP (FY2013) have been completed or are continuing programs that carry over to future years. Any item that has not been completed will be identified under that section.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

## II. METROPOLITAN AREA TRANSPORTATION ISSUES

MDOT and the local Metropolitan Planning Organizations (MPO's) have worked together with the federal transportation agencies to provide a continuing, comprehensive, and cooperative planning process. A successful planning program requires continuous review from federal, state, and local agencies and is an ongoing process. The statewide efforts involved in this review are discussed here, as are the efforts of the MPO to implement portions of the planning process.

The process of redefining the roles, responsibilities, and expectations of all parties is continually addressed through the Michigan Transportation Planner's Association (MTPA). This Association, encompassing all of the Michigan MPO's, MDOT, FHWA, FTA, OHSP, and MDEQ, has served as the venue for discussion.

The MPO will continue implementing the elements of the planning process in an orderly way over the course of the coming years. Specifics of the MPO implementation steps and anticipated areas of focus are discussed here. These areas will be customized, as they develop, in order to work within the MPO program.

**Data and Tools:** Commission staff continues to work with MDOT, local municipalities, and local Transit providers to implement Intelligent Transportation Strategies (ITS) into planning and design of all future transportation projects. Transit fleets are equipped with the latest in technology which helps provide efficient and accurate service to the users of their service. Road agencies are addressing congestion issues with signal upgrade and optimization projects. MDOT has implemented many ITS related projects along the I-96 and US-31 corridors and connecting trunkline routes. Electronic signs along US-31 provide information to travelers about current conditions and alternate routes to use in cases of traffic backups. This information is crucial in Northern Ottawa County where the US-31 Draw Bridge is opened periodically throughout the summer to allow boat traffic to move up the Grand River.

**Needs Identification:** The program will attempt to utilize data and analysis tools to support the identification of needs and local decision making. This will improve the needs-based process of planning, and help to determine problem areas in the system. However, it is also realized that not all decisions can be made solely on the results of a computer model or a set of management tools. Options will remain available for local communities to determine local priorities.

**Project Selection Criteria:** This continues to be an item of discussion at the statewide level. Each agency uses a multitude of data and different criteria to come up with the highest priority project for each individual road agency. As projects are submitted by local agencies for consideration in the planning process, improvements will be made to local project selection criteria. Efforts will be made to develop a process which is initially objective at the staff level, but which can be prioritized at the committees based on local priorities. Commission staff will continue to work with road agencies in FY2014 to develop a comprehensive set of criteria that will help in the project selection process.

**Financial Plan:** Future Revenues are developed with guidance from state and federal agencies. Efforts continue to better identify projected revenues for the Muskegon/Northern Ottawa transportation system. While past projections were focused primarily on federal funds, future efforts will consider the incorporation of state and local sources as well. The financial plan will continue to be developed within the identified constraint. Constraint numbers are based on federal

and state revenue estimates.

**Public Involvement:** Commission staff will work on a full update and revision to the current Participation and Consultation Plan, which was completed in 2013. Commission staff is continuing its efforts to increase opportunities for the public and transportation interest groups to have access to the transportation planning process.

**Long-Range Planning:** Commission staff will continue to monitor the current 2035 Long-Range Transportation Plan for the Muskegon/Northern Ottawa area. Revision began in FY2012 and will continue into FY2014. The plan is used as a guideline for transportation decisions in the MPO area.

**Transportation Improvement Program Development:** The Transportation Improvement Program (TIP) is the project-specific programming document from which transportation projects are selected for funding. The TIP Project lists are created and updated in the electronic format that was adopted statewide to ease the process. The TIP will continue to include planning process changes in the future. The TIP is a “living” document, which is continually updated. The current document has been amended several times, with many administrative adjustments as well. Commission staff has completed work on the FY2014-2017 TIP, and it was approved by the Transportation Technical and Policy Committees in FY2013.

**Development of Milestones:** Continued progress will be made by the MPO to set and achieve reasonable milestones in the implementation of the planning process. As customization of the planning process continues to occur in the Muskegon/Northern Ottawa area, the direction of these milestones will become more apparent. The milestones will be primarily developed, monitored, and utilized by staff of the MPO to manage implementation of the process.

**Performance and Outcome Based Measures:** Commission staff will continue to work closely with the Technical and Policy Committees to review goals and objectives developed for the 2035 and future 2040 Long Range Transportation Plans. With federal guidance, and discussions with other state and local agencies, Commission staff will continue to work toward developing performance measures that will help with planning for current and future transportation needs in the metropolitan area.

Statutory Citations (s): MAP-21 §§1106, 1112-1113, 1201-1203; 23USC 119, 134-135, 148-150

### **III. PROGRAM MANAGEMENT, ADMINISTRATION, AND ASSISTANCE TO MDOT**

#### *Objective*

To provide effective management, coordination, and monitoring of the MPO, including the provision of program and financial status accounts which satisfy the requirements of the West Michigan Shoreline Regional Development Commission (WMSRDC) and MDOT, and to assure a continuing and comprehensive transportation planning process carried out cooperatively by state and the local communities. (Ongoing activity)

#### *Activities*

1. Program and staff supervision and coordination to include work scheduling; review of administrative documents and procedures; periodic progress review; and staff selection, monitoring, and training.
2. Staff support for Technical and Policy Committees to include preparation of meeting agendas and other arrangements, meeting presentations on applicable transportation planning matters, and the preparation and distribution of meeting minutes.
3. Prepare work program status reports for the funded portions of the work program.
4. Prepare invoices for payment to WMSRDC, at least quarterly, from the funding source per the contract agreements.  
NOTE: The Agency shall monitor expenditures. Where costs are anticipated to exceed the budget of work items, the Agency shall submit a request for a budget amendment. The proposed amendment shall show the current budget, proposed budget, and change amount for each budgeted work item.
5. Prepare an annual Final Acceptance Report (FAR) on the status of the work items in the work program.
6. Assist the auditors in carrying out general and specific audits of programs.
7. Public involvement and participation in local committees and task forces, as necessary, to promote the continuing, comprehensive, and cooperative multi-modal transportation planning process and to provide necessary technical assistance.
8. Participation in periodic meetings of the statewide MTPA, as the representative of the MPO.
9. Prepare the UWP for project activities for FY 2015.
10. Process any amendments which may be necessary for the FY 2014 UWP.
10. Attend training sessions for new skills to assist the MDOT in implementing the requirements of Title 23 CFR §450.

11. Work with MDOT, FHWA, MTPA, FTA, and other agencies on the continuing development of a new planning and programming process. Customize and implement portions of the new planning process as appropriate for the area.

***Products***

1. FY2015 UWP (*West Michigan Metropolitan Transportation Planning Program*), October 1, 2014 through September 30, 2015 report (to MDOT on or about July 1, 2014).
2. FAR (to MDOT no longer than 90 days after end of the FY); a report presenting a summary on the status of activities and products in the work program. The FAR shall do the following:
  - Cover the fiscal year just ended.
  - Be a performance evaluation, not a financial audit.
  - Indicate the following for each work item:
    - a. Whether stipulated products were indeed produced;
    - b. The amount of funds budgeted and expended;
    - c. Whether the work item was completed (if not, then its status);
    - d. If the work item is to be continued next year.
  - If not already submitted, include attachments consisting of major products developed.
  - Be submitted to MDOT for review, comments, and approval.
3. Agenda & Meeting Minutes for the MPO Policy Committee.
4. Agenda & Meeting Minutes for the MPO Technical Committee.
5. The following will be submitted, at least quarterly, to MDOT by WMSRDC for reimbursement of costs incurred in conjunction with the MPO:
  - a. Disbursement Voucher (at least quarterly).
  - b. Itemization of Program Expenses (in terms of work items and cost groups, including charges to direct salaries, other direct costs, fringe benefits, and indirect costs).
  - c. Tabulations of Progress (by work item, indicating the percent completed and the amount billed in both the current period and to date).
  - d. Progress Report (brief, but sufficiently detailed, narrative summaries of the nature of activities, results, and products).
6. Amendments to the current UWP (FY2014) as needed.

<b><u>Revenue:</u></b>		<b><u>Expenditures:</u></b>
FHWA	\$28,859	\$28,859
FTA	\$2,332	\$2,332
<u>Local</u>	<u>\$6,982</u>	<u>\$6,982</u>
<b><u>MPO Budget:</u></b>	<b>\$38,173</b>	<b>\$38,173</b>
<b><u>MDOT</u></b>	<b>\$6,090</b>	<b>\$6,090</b>

## IV. METROPOLITAN PLANNING DATA ASSISTANCE

### TECHNICAL ASSISTANCE TO MDOT

#### 1. Air Quality Planning:

##### *Objective:*

The purpose of this task is to assist the state (MDOT and/or MDNR) with air quality planning. (Ongoing activity)

##### *Activities:*

Keep informed and monitor changes to laws and regulations related to federal and state clean air laws and regulations. This can be done through contacts with MDEQ representatives and ongoing research and material review.

Collect traffic counts on selected road segments to determine VMT for Air Quality analysis.

Participate in the Inter-Agency Work Group to determine which future road projects need air quality analysis data.

Other *Clean Air Act 1990* assistance to MDOT upon request, as Muskegon County and Ottawa County are designated as "attainment-maintenance areas." Data collection and technical assistance may be necessary to assist with air pollution mitigation activities.

##### *Products:*

Clean Air Act technical assistance, including up-to-date VMT information that satisfies air quality requirements.

#### B. Highway Performance Monitoring System (HPMS) Review/Update

##### *Objective:*

Assist MDOT and FHWA by annually updating sample segment data in accordance with HPMS, TMG (Traffic Monitoring Guide), and AASHTO guidelines, as provided by MDOT. Completion is to be by December 31 or near the end of the calendar year. (Completed for FY2013)

##### *Activities:*

1. Data collection and updates: Collect and update roadway information on the assigned HPMS segments, as requested by MDOT.
2. Data file maintenance: Update items, which have changed since last update, by December 31 of the current calendar year.

Note: It is necessary to coordinate with Regional Planning Organizations in which the MAB may lie.

##### *Products*

1. Current and Future AADT estimates (and a description of the process used).
2. Commercial estimates of single-unit and multi-unit vehicles.
3. Roadway condition and inventory information (based on visual review).

## C. Metropolitan Traffic Counting Program

### *Objective:*

To continue developing and expand a long term program for traffic volume data and determining Annual Average Daily Traffic (AADT) for strategic locations within the Metropolitan Area, to assist the Michigan Department of Transportation in obtaining supplemental counts, i.e. assistance in SAFETEA-LU activities, and non-attainment requirements for air quality. Commission staff will reconfigure the current count program, to collect a smaller number of counts on an annual basis rather than a large number of counts every three or four years. New counts will continue to be focused on federal aid roads. The counts will be collected by an outside consultant, but the project will be managed by Commission staff. (Completed for FY2013)

This work will directly benefit MDOT and other local agencies, as it ties directly to other transportation activities performed for MDOT, such as:

1. The HPMS Update, the Needs Study Assistance, and MDOT's Statewide 2300 Zone System Update work items.
2. Fulfilling SAFETEA-LU and air quality non-attainment area requirements.
3. Socio-economic data updates and analysis.

Traffic data has long been recognized as a primary tool for identifying economic growth areas. As such, this work will also benefit the jurisdictions of the Metropolitan Area and the regional agency by making frequently requested traffic information available to public and private agencies, as well as MDOT. All new counts will be available online through the Commission's recently purchased cloud based traffic counting system. This provides the opportunity for attracting additional growth, and a better-planned environment, while providing supplemental data to MDOT for its various programs.

### *Products*

1. Reconfigure an improved Metropolitan Area off-trunkline system count program in coordination with local jurisdictions (county road commissions and communities), and with MDOT. The new system will conduct a smaller number of counts on an annual basis.
2. Work to coordinate an equipment maintenance and replacement program with local cooperating jurisdictions.
3. Maintain detailed interactive web based traffic count database on the WMSRDC web page. This includes placing the data on the new cloud based system recently purchased by the Commission.
4. Develop ongoing traffic count system and program to help MDOT accurately model the transportation system in the WestPlan area.

## **D. Public Involvement and Local Technical Assistance**

### ***Objective:***

Assist MDOT in providing the public an opportunity to review and comment on the Statewide Transportation Plan and STIP as required by Title 23 CFR §450. Provide for public involvement in the transportation planning process as it corresponds with the West Michigan Metropolitan Transportation Planning Program Participation and Consultation Plan. Provide technical assistance as requested by the public and local agencies and units of government. (Ongoing activity)

### ***Activities:***

1. Annually update and maintain a mailing contact list of those persons and organizations within the Metropolitan Area who are in some way interested in, or exert some influence on, transportation issues of all modes.
2. Attend and report on activities of appropriate meetings of transportation related interests, and assisting in arranging, hosting, and conducting meetings as MDOT's representative in the metropolitan area, as they relate to the interests of this work program.
3. Inform public of meetings of the MPO and any other meetings related to the planning process and allow opportunity for public comment. This process is more detailed in the Participation and Consultation Plan.
4. Provide information to the public concerning the planning process.
5. Provide traffic counts, census information, and other technical assistance to the public, local agencies, and local units of government upon request.
6. Assist local units of government in technical aspects of grant applications, project submittal, project tracking, data collection, and other items as requested.
7. Improve and maintain the data capabilities of the West Michigan Information Center services of WMSRDC, providing better access to data for planning in the Metropolitan area.

### ***Products:***

1. Maintain an updated mailing contact list. This mailing list will be submitted to MDOT upon request.
2. Maintain an updated section on the WMSRDC website of meeting dates and available reports, studies, and plans for review.
3. Ensure up-to-date traffic data is available to interested parties via WMSRDC website and upon request.
4. Maintain and update the West Michigan Metropolitan Transportation Planning Program Participation and Consultation Plan.
5. Disseminated census data to interested parties via WMSRDC website and upon request.

## E. Geographic Information Systems (GIS) Data Service

### *Objective:*

To provide Geographic Information Systems (GIS) mapping and data services to MDOT, FHWA and Local Road Agencies. Many of the current transportation programs utilize this type of service. (Ongoing activity)

### *Activities:*

1. Create, store, and share GIS data and information as requested
2. Environmental Justice Analysis for LRP and TIP
3. Environmental Mitigation Analysis for LRP
4. Assistance to MDOT with modeling projects
5. Intermodal mapping and planning
6. Transportation and land-use analysis and planning
7. Attend workshops and training as necessary
8. Asset Management
9. Data dissemination and retrieval

### *Products:*

1. Maps for various transportation projects, reports, and presentations (paper or digital)
2. Support and assistance to local governments
3. Provide data and meta-data in digital or spreadsheet format

### Revenue:

FHWA	\$72,148
FTA	\$5,830
<u>Local</u>	<u>\$17,455</u>

### Expenditures:

\$72,148
\$5,830
<u>\$17,455</u>

MPO Budget: \$95,433

\$95,433

MDOT \$14,627

\$14,627

## V. METROPOLITAN AREA TRANSPORTATION PLANNING

### A. LONG RANGE PLANNING

#### *Objective:*

Commission staff will maintain the current Year 2035 Long-Range Transportation Plan for the West Michigan Metropolitan Transportation Planning Program MPO. The plan was formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans, development objectives, and overall social, economic, environmental, system performance, and energy conservation goals and objectives, and with due consideration to their probable effect on the future development of the MPO urbanized area. Special consideration has been given to existing land use and its relationship to probable future land use based on community comprehensive (or "master") plans, zoning, infrastructure and environmental, energy, and air quality constraints. In Muskegon County, the Muskegon Areawide Plan (MAP) is the County's Master Plan. Ottawa County has the Ottawa County Development Plan, which functions as their Master Plan. The plans will be used as a tool for making transportation decisions throughout the MPO in the coming years. (Ongoing activity)

There is a direct correlation between transportation, land use/zoning, population, and other infrastructure, such as water, sewer, and utilities. It is important to consider the link between transportation and infrastructure, in both terms of past and future development, with relation to expansion of infrastructure. Transportation must be looked at as a major component of planning and future development because it has the most potential for determining what the infrastructure network will look like in the future.

In the terms of linking transportation and infrastructure, all forms of transportation must be considered. These include roadways, pedestrians, bike paths, rail (passenger and freight), shipping, and air, among others.

Title 23 CFR §450 Implementation—Planning Considerations: (See also "Short-Range Planning")

Special consideration, under Title 23 CFR §450, will be given to the following planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life; and promote consistency between transportation improvements and state/local planned growth and economic development patterns. In Muskegon County, the Muskegon Areawide Plan (MAP) is the County's Master Plan. Ottawa County has the Ottawa County Development Plan, which functions as their Master Plan.
- Enhance the integration and connectivity of the transportation system, across

- and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

### ***Activities***

1. Maintain and update data concerning current zoning, existing and expected future land use, and current and anticipated extensions of infrastructure (especially sewer and water) for the existing and new 2035 Long-Range Transportation Plan.
2. Update, as applicable, socio-economic data, including population, housing, employment, and economic base for the existing and new 2035 Long-Range Transportation Plan.
3. Update and collect street and highway data, including such data as traffic volumes, road and street characteristics, crash information, multi-modal uses, and capacity information for the existing and new 2035 Long-Range Transportation Plan.
4. Work with local units of government, planning commissions, and other interested stakeholders on transportation and land use issues related to their master plans and implementation activities, especially as they pertain to the community comprehensive or "master" plans (especially the Muskegon Areawide Plan and the Ottawa County Development Plan), zoning, infrastructure, environmental, energy, air quality constraints, existing and future land use, and planning activities.
5. Update list of major traffic generators and generalized current land use data for the existing and new 2035 Long-Range Transportation Plan.
6. Assist MDOT in maintenance of the Muskegon/Northern Ottawa Urbanized Area Model for the existing and new 2035 Long-Range Transportation Plan.
7. Maintain updated projections of urban area economic, demographic, and land use activities consistent with urban development goals and the development of potential transportation demands based on these projected levels of socio-economic activity and through the possible use of GIS methods.
8. Identify and address issues that relate and contribute to Climate Change and Greenhouse Gasses.
9. Continue to work with local governments and agencies on freight planning and more specifically port planning and development.

### ***Products***

1. Maintain an up-to-date Long-Range Transportation Plan for the MPO and appropriate background reports to the Plan. This includes the maintenance of the Year 2035 Long-Range Transportation Plan, as well as continue with the development process of the next plan.
2. Maintenance of files for triennial update of a *Socio-Economic Data Report* (showing population, housing units, total employment, retail employment, and vehicle ownership by Traffic Analysis Zone (TAZ) utilizing tables, charts, and other descriptive methods) for approval by Technical and Policy Committees.
3. Assist MDOT in the maintenance of the transportation network model.

## **B. SHORT RANGE PLANNING**

### ***Objective:***

To identify and prepare short-range plans designed to evaluate existing transportation problems and to determine immediate and near-term improvement opportunities. Special emphasis will be placed on the implementation of elements of the Clean Air Act. As part of the emphasis on emissions reduction (specifically ozone), to identify projects that will make better use of the existing transportation system and provide for the efficient movement of people and goods. To obtain information and maintain files of transportation planning data necessary to understand the nature, extent, and distribution of transportation and land use resources and traffic generators to provide an analysis of existing conditions of travel, transportation facilities, and systems management.

Special consideration has been given to existing land use and its relationship to probable future land use based on community comprehensive (or "master") plans, zoning, infrastructure and environmental, energy, and air quality constraints. In Muskegon County, the Muskegon Areawide Plan (MAP) is the County's Master Plan. Ottawa County has the Ottawa County Development Plan, which functions as their Master Plan. The plan will be used as a tool for making transportation decisions throughout the MPO in the coming years.

There is a direct correlation between transportation, land use/zoning, population, and other infrastructure, such as water, sewer, and utilities. It is important to consider the link between transportation and infrastructure, in both terms of past and future development, with relation to expansion of infrastructure. Transportation must be looked at as a major component of planning and future development because it has the most potential for determining what the infrastructure network will look like in the future.

In the terms of linking transportation and infrastructure, all forms of transportation must be considered. These include roadways, pedestrians, bike paths, rail (passenger and freight), shipping, and air, among others. (Ongoing activity)

Title 23 CFR §450 Implementation—Planning Considerations: (Also listed under Long Range Planning)

Special consideration, under Title 23 CFR §450, will be given to the following planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life; and promote consistency between transportation improvements and state/local planned growth and economic development patterns. In Muskegon County, the Muskegon Areawide Plan (MAP) is the County's Master Plan. Ottawa County has the Ottawa County Development

- Plan, which functions as their Master Plan.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

### *Activities*

1. On a bi-annual basis, development of a staged multi-year program of transportation improvement projects (Transportation Improvement Program, or TIP) consistent with the long-range transportation plan, including assistance to MDOT in conformity determination as part of the requirements of the Clean Air Act.
2. Continuation of efforts to assist local governmental units in the metropolitan area with studies of designated "Corridors of Concern" (thoroughfare corridors which are multi-jurisdictional with high traffic volume and high existing and future development pressures) to determine recommendations for compatible land uses, access controls, and traffic improvements.
3. Work with local units of government and planning commissions on transportation and land use issues related to their master plans as they pertain to community comprehensive or "master" plans (especially the Muskegon Areawide Plan and the Ottawa County Development Plan), zoning, infrastructure, environmental, energy, air quality constraints, and future land use.

### Title 23 CFR §450 Implementation and Coordination

1. Consider Title 23 CFR §450 planning factors and the issues listed in the section above in decision making for short range planning. Assist local governments, road agencies, transit, and others to make decisions based on good forethought and planning as presented in the Title 23 CFR §450 federal legislation.

### Census Assistance

1. Implementation of Traffic Analysis Zone definitions
2. Assist the Census Bureau in workplace coding as appropriate

### Safety Planning

1. Development of a safety profile of the MPO through the creation of a Safety Management System (SMS), in cooperation with local road and enforcement agencies, as well as coordination from both MDOT and FHWA.

#### *Potential products from the SMS*

- a. Safety reports
- b. Identification of locations of high crash incidents
- c. MALI-based crash location reports
- d. Risk analysis information
- e. Intersection rate analysis
- f. Crash database
2. Inventory and identification of high accident locations that will be utilized by the

Safety Management System.

Climate Change

1. Identify and address issues that relate and contribute to Climate Change and Greenhouse Gasses.

***Products***

1. Revisions and amendments to the FY 2014-2017 TIP.
2. Annual listing of Obligated Projects for projects listed in the TIP. This will be posted on the WMSRDC Website and available to the public.
3. Various short-range, TSM-type studies, corridor and area studies, etc., as well as other short-range planning items to support the development of the Long-Range Transportation Plan.
4. Comprehensive safety management database (SMS) for compilation, dissemination, and utilization of safety data and reports.
5. Conduct an Urban Safety Forum to discuss current safety issues, data collection methods, and how to incorporate these into the MPO process.

## **C. IAWG PARTICIPATION**

### ***Objective***

To assist in the development of the State Implementation/Conformity Plan in conjunction with the Interagency Work Group (composed of MDOT, DEQ, federal officials, and representatives of West Michigan MPO's and other local agencies in moderate non-attainment areas and maintenance areas). Participate with the Interagency Work Group to maintain the SIP and in implementation of other requirements of the Clean Air Act (as amended) and applicable Memorandum of Agreement. (Ongoing activity)

### ***Activities***

1. Attend Interagency Work Group (IAWG) meetings as part of the requirements of the Clean Air Act and the State Implementation Plan (SIP).
2. Assist MDOT/DEQ in the maintenance of the *State Implementation Plan* (SIP) and Traffic Control Measures (TCM) as required by the Clean Air Act.
3. Assist MDOT/DEQ in the development of conformity plans and in determination of conformity.

### ***Products***

1. Materials to maintain the state-produced *State Implementation/Conformity Plan*
2. A list of all transportation projects in the Muskegon/Northern Ottawa area, as needed

## **D. NON-MOTORIZED PLANNING**

### ***Objective***

Continue to develop and expand non-motorized traffic planning for the MPO. In 2013 a comprehensive plan was completed through a private consultant. The plan examined existing non-motorized facilities within the MPO boundaries. The plan also looks at existing sidewalks and linkages to transit and makes recommendations to improve these connections. It is the intent of the MPO to address comments and concerns that were derived from this plan, and to build on the plan with future updates. This plan will be incorporated as an addendum to both long and short range planning documents for the MPO.

*Activities*

1. Work with the MPO partners and other community members address concerns or comments that were derived from the plan, and discuss way to improve the plan.
2. Incorporate recommendations and comments into all aspects of MPO and Regional Planning.

*Products*

1. Involvement and participation in various MPO partners as well as other agencies such as the Convention and Visitors bureaus, transit providers, and other interested agencies.
2. A completed and continually updated Non-Motorized plan for the Muskegon/northern Ottawa MPO, which includes
  - a. An examination of existing non-motorized pathways within the MPO boundaries and an analysis as to where future investments would make the most sense to make connections.
  - b. An examination of sidewalk locations and deficiencies especially as it relates to transit routes.

<u>Revenue:</u>		<u>Expenditures:</u>	
FHWA	\$187,584	\$187,584	
FTA	\$15,157	\$15,157	
<u>Local</u>	<u>\$45,385</u>	<u>\$45,385</u>	
<u>MPO Budget:</u>	\$248,126	\$248,126	
<u>MDOT</u>	\$39,968	\$39,968	

## **VI. TRANSIT PLANNING**

### **A. METROPOLITAN TRANSIT PLANNING (49 U.S.C. §5303 and U.S.C §5313(b))**

#### *Objective*

To develop plans, procedures, and programs to assist the Metropolitan Area Transit services. (These agencies include The Muskegon Area Transit System (MATS), Harbor Transit Multimodal Transportation System, Pioneer Resources, The American Red Cross, and MOKA.) To develop and improve comprehensive public mass transportation systems and to assure a continuing, comprehensive transportation planning process carried out cooperatively by the FTA, the state, and the local communities. (Ongoing activity)

#### *Activities*

1. To perform long-range transit planning by such techniques as travel forecasting, data base development and maintenance, systems analysis, sketch planning, system plan development, corridor studies, cost effectiveness studies, feasibility and location studies, planning for major transportation investments, alternatives analysis, etc. Incorporate transit planning with the Long-Range Transportation Plan.
2. To perform short-range transit planning by such techniques as management analysis of operations, service planning, financial management planning, analysis of alternative fare box policies, ridership and user surveys, vanpool/rideshare analysis and impact, parking management, etc.
3. To perform Title VI Monitoring Procedures triennially, as required.
4. Assist with the planning, development, and improvement of transportation services to the elderly and persons with disabilities including service planning, evaluation, coordination, and application.
5. Maintain contact with transportation planners and providers throughout West Michigan to discuss and facilitate public transportation improvements.

#### *Products*

1. Assistance with applications for funding
2. Transit Surveys, as needed (on-board user, community-wide, and route surveys).
3. Specialized Services Grant Application
4. Periodic updates to the Specialized Services Brochure.

## **B. OTHER TRANSIT PLANNING ACTIVITIES**

### **Assist with specialized transportation needs**

#### *Objective*

Continue to be an active member of the Muskegon County Specialized Services Committee. The Muskegon County Specialized Services Coordinating Committee was formed to assist seniors and persons with disabilities with their transportation needs. The committee was established in 1988 under PA51, as amended, to improve transportation services to seniors and people with disabilities in Muskegon County.

Work with local agencies and groups regarding their needs for planning assistance for specialized transportation needs. (Ongoing activity)

#### *Activities*

1. Chairperson for the Specialized Services Committee which meets bi-monthly.
2. Provide assistance to transit providers in the metropolitan area, including assessing and analyzing the transportation needs of disabled residents within the Muskegon County/Northern Ottawa County area.
3. Facilitate public participation.
4. Provide updates on state and federal legislation.

#### *Products*

1. Transportation providers brochure.
2. Planning for transit related projects in the Transportation Improvement Program and the Long Range Plan.
3. Demographic data support for transit planning.

<b><u>Revenue:</u></b>		<b><u>Expenditures:</u></b>
FTA	\$34,977	\$34,977
<u>Local</u>	<u>\$8,744</u>	<u>\$8,744</u>
<b><u>MPO Budget:</u></b>	<b>\$43,721</b>	<b>\$43,721</b>

## VII. OTHER METROPOLITAN AREA TRANSPORTATION PLANNING ACTIVITIES

### A. Area-Wide Air Quality Improvement Program/Clean Air Action Program

#### *Objective*

1. Promote voluntary emission reduction activities, especially on hot summer days when the weather and wind direction is conducive to the formation of ground-level ozone. This program will also promote similar activities on days when particulate matter air pollution is expected to be high. These efforts will continue to meet the goals of the program that was expanded in Fiscal Year 2009 from a summer seasonal program to a year-round program as particulate matter is a year-round pollutant.
2. Influence the travel and household behavior of the general public to be more air quality friendly.
3. Increase vehicle occupancy and decrease the number of vehicles in the transportation system. (Ongoing activity)

#### *Activities*

1. Work with the West Michigan Clean Air Coalition and others to develop and implement a marketing campaign for air quality awareness in West Michigan.
2. Continually promote the Michigan EnviroFlash Program. The EnviroFlash Program is a partnership between DEQ and US-EPA that automatically delivers air quality forecasts, as well as Air Quality Action Day notifications, directly to the public.
3. Establish and maintain relationships with media, local business, governments, and community organizations to strengthen the goals of the Area-Wide Air Quality Improvement Program.
4. Develop and implement an annual marketing campaign for Muskegon and Ottawa County that will influence the travel behavior of the public to be more air quality friendly.

#### *Products*

1. An annual marketing campaign planned in conjunction with the West Michigan Clean Air Coalition.
2. Clean Air Action kick-off event.
3. Radio and television educational text, production, and purchase.
4. Purchasing and/or printing promotional items.
5. Participation in various community events and activities.
6. Involvement and participation in various environmental-related organizations and committees.
7. An ever expanding list of interested citizens who are registered with the EnviroFlash Program.
8. Public service announcement text and distribution.
9. Press release text and distribution.

<u>Revenue:</u>		<u>Expenditures:</u>
CMAQ	\$100,000	\$100,000 (MPO)
Local	\$25,000	<u>\$25,000</u>
<u>MPO Budget:</u>	\$125,000	\$125,000

## **VIII. APPENDICES**

- A. Title VI Plan
- B. Transit Agency Memorandum of Understanding
- C. Funding Source Summary

# **APPENDIX A**

## **Cost Allocation Plan**

(To be transmitted)

## **APPENDIX B**

### **WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION**

## **TITLE VI PLAN**

**WEST MICHIGAN SHORELINE  
REGIONAL DEVELOPMENT COMMISSION**

**TITLE VI PLAN**

**West Michigan Shoreline Regional  
Development Commission**

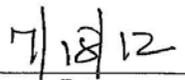
**Title VI Plan**

Title VI of the Civil Rights Act of 1964 provide that no person in the United States shall, on the grounds of race, color, national origin, gender, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal funds. The entire institution, whether educational, private or governmental, must comply with Federal civil rights laws, not just the particular programs or activities receiving the federal funds. The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs and activities of Federal Aid recipients, sub-recipients and contractors, whether such programs and activities are federally assisted or not.

**Nondiscrimination Policy Statement**

The West Michigan Shoreline Regional Development Commission (WMSRDC) hereby assures that no person shall, on the grounds of race color, or national origin, be excluded from, be excluded from participation in, or activity receiving Federal financial assistance as stated in Title VI of the Civil Rights Act of 1964. We further assure that WMSRDC will make every effort to ensure nondiscrimination in all program and activities, whether programs and activities are federally funded or not. Title VI language will be included in all written agreements and monitored for compliance. WMSRDC'S Title VI designee is responsible for initiating and monitoring Title VI, preparing required reports, and other WMSRDC responsibilities for initiating and monitoring Title VI activities, preparing required reports, and other WMSRDC responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part21.

  
Sandeep Dey, Executive Director

  
Date

The Title VI Designee is Susan Stine-Johnson  
Senior Accountant  
Phone: (231)722-7878 X12  
Fax (231)722-9362  
E-mail: sstinejohnson@wmsrdc.org

### **Organization**

WMSRDC'S Executive Director is responsible for ensuring implementation of the Commission's Title VI program. The Title VI Designee, under supervision of the Executive Director, is responsible for coordinating the overall administration of the Title VI in regards to all program activities, including planning, project development, public involvement and program compliance.

### **General Responsibilities**

The following are general Title VI responsibilities of the agency. The Title VI Designee is responsible for ensuring these elements of the plan are appropriately implemented and maintained.

### **Program Area Responsibilities**

#### **1. Data collection**

Statistical data on race, color, national origin, income level, language spoken, and sex of participants in, and beneficiaries of, federally funded programs is to be gathered and maintained as described in the "Program Area Responsibilities" section of this document. The data gathering process will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI program.

#### **2. Annual Report and Update**

An Annual Report and Update is to be submitted by the end of January each year, notifying the appropriate federal/state agencies that the Plan is still in effect and advise them of any changes to the Plan. Any procedure implemented in regard to non-discrimination activities will be disclosed.

#### **3. Annual Review of Title VI Program**

Each year, in preparing for the Annual Report and Update, the Title VI Designee will review the Commission's Title VI Program to assure compliance with Title VI, in addition, a review of the Commission's operational guidelines and publications to ensure that Title VI language and provisions are incorporated, as appropriate.

**4. Dissemination of information related to the Title VI program**

Information on the Commission's Title VI program is to be disseminated to agency employees, contractors, and beneficiaries, as well as to the public, as described in the "Program Area Responsibilities" section of this document.

**5. Resolution of complaints**

Any individual may exercise his or her right to file a complaint with WMSRDC, if that person believes that she/he or any other program beneficiaries have been subjected to unequal treatment or discrimination, in their receipt of benefits/services or on the grounds of race, color, national origin, income, sex, or disability. WMSRDC will make a concerted effort to resolve complaints. If irregularities occur in any program activity, procedures will be promptly implemented to resolve Title VI issues within ninety (90) days.

The appropriate federal/state agencies will be notified of any complaint filed with WMSRDC. The resolution of said issued will be reported to the appropriate federal/state agencies in a timely manner.

**6. Limited English Proficiency**

Compliance with Title VI includes Limited English Proficient (LEP) persons. WMSRDC will print and distribute material in languages other than English when determined necessary. Staff will review populations prior to planning public meetings to determine LEP needs and request that individuals advise them of special needs. Reasonable steps have been taken to ensure meaningful access to WMSRDC programs and activities by LEP persons.

**Responsibilities of the Title VI Designee**

The Title VI Designee is responsible for day-to-day administration of the Title VI program, including implementation of the plan and Title VI compliance, program monitoring, reporting, and education described in the "Program Area Responsibilities" section of this document. The Title VI Designee will also be responsible for the following:

- Process Title VI complaints received by WMSRDC.
- Periodically review the agency's Title VI program to assess if administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure compliance
- Develop and submit the Annual Title VI Report and Update to the appropriate federal/state agencies by the end of January each year. Review the Annual Title VI Report and Update to determine the effectiveness of the Title VI program and related efforts.
- If a sub recipient is found to not be in compliance with Title VI, work with the sub recipient to resolve the deficiency status and write a remedial action if necessary.
- Review important Title VI related issues with the Executive Director, as needed
- Assess public involvement strategies to ensure adequate participation of impacted Title VI protected groups.

### **Program Area 1: Public Involvement**

The Public Involvement Program Area applies to and affects all Commission work programs

The goal of WMSRDC'S Public Involvement Program is to ensure early and continuous public notification about, and participation in, major actions and decisions by WMSRDC. In seeking public comment and review, WMSRDC makes a concerted effort to reach all segments of the population, including people from minority, limited English proficient persons, low-income communities and organizations representing these and other protected classes.

#### **Principles of WMSRDC'S Public Involvement Program**

- Equal access is an essential part of the public involvement process.
- No major public policy decision is reached or large project implemented without significantly affecting someone.
- Professionals do not have a monopoly on good solutions.
- Even if a project or policy decision is sensible and beneficial, it must be arrived at properly to be acceptable.
- People are much more willing to live with a decision that affects different interests unequally if the decision-making process is open, objective, and considers all viewpoints.
- If project or policy staff doesn't provide all relevant information necessary for an informed decision, the public will rely on, and trust others.
- Interacting with an official representative of an organization or group is no substitute for interacting directly with that organization or group.
- Effective public notification and participation takes time and effort, and can be expensive, yet is essential to sound decision-making.

#### **Elements of WMSRDC'S Public Involvement Program**

- Web site – WMSRDC maintains an extensive Web site, [www.wmsrdc.org](http://www.wmsrdc.org), which is updated frequently. People are encouraged to participate by signing up to receive WMSRDC's Commission Communications newsletter, attend meetings, or contact Information and Communications staff for copies of plans, reports, or other information.

- Information and Communications – WMSRDC maintains a comprehensive data base that is open to the public five days a week. Information and Communication staff may be reached by phone or e-mail, and their contact information is included in every publication produced by WMSRDC. Information and Communication staff regularly answer questions and respond to requests for information from citizens, businesses, and staff from municipalities, agencies, and organizations throughout the region.
- Press Releases – Press releases are routinely sent to the Muskegon Chronicle, the Grand Haven Tribune, all other local newspapers, and all local television and radio Stations.
- Meetings open to the public – All WMSRDC board and committee meetings are open to the public, time for citizen comments is always a part of the agenda. Meeting dates and times are posted well in advance on the Commission’s web site and in Commission Communications.
- Opportunities for public comment – WMSRDC routinely provides opportunities for public comment, and continues to work to find new and innovative ways to solicit public comments and involve all citizens of the WMSRDC region.
- Staff is accessible – Staff is available in person, on the telephone, by mail, by fax, or by e-mail. Contact information for all staff is provided on the Commission’s web site.
- Mailings – WMSRDC uses direct mail to inform the public of the Commission’s programs and activities.
- Events – Events such as workshops, open houses, and forums are held as needed.

#### Commission Communications

WMSRDC maintains a comprehensive mailing list that is used to keep the public informed of the agency and its ongoing activities. Commission Communications, the agency’s newsletter, is distributed free of charge each month to citizens, organizations, citizen groups, and businesses. The newsletter announces dates and times for upcoming meetings, covers major work being done by WMSRDC and highlights reports, publications, and other topics that may be of interest to the public. Anyone can request to be added to the newsletter mailing list.

#### Opportunities for Public Comments

WMSRDC routinely offers several different ways for people to comment on activities, programs, and decisions made by WMSRDC as follows:

Comments are accepted at any time. Comments are accepted by phone, fax, e-mail, U.S. mail, and in person at any board or committee meeting. Contact information for all staff is provided on the agency web site, and is included in every WMSRDC publication.

### **Filing a Complaint**

The complaint procedures apply to beneficiaries of WMSRDC's programs and activities. This includes, but is not limited to, the public, contractors, sub-contractors, consultants, employees and other sub-recipients of federal and state funds.

Any person who believes that they have been excluded from participation in, or denied benefits or services of any program or activity of WMSRDC on the basis of race, religion, color, national origin, sex, age or disability may bring forth a complaint of discrimination under Title VI and related statutes.

Complaints must be submitted in writing to the Title VI Designee not later than one hundred eighty (180) days after the date of the alleged act of discrimination or the date the person became aware of the alleged discrimination.

If a verbal complaint is made to an employee of WMSRDC, the employee shall refer the complainant to the Title VI Designee for formal processing.

Formal processing includes:

- Notifying the alleged person of the complaint by certified mail.
- As much as possible, confidentiality will be maintained.
- Interviews will be conducted and evidence gathered.
- Within sixty (60) days, a written report will be submitted to the Executive Director for review.
- The Executive Director will review the file within ten (10) days of receiving the report. The Executive Director will review the file and determine if there is "probable cause" or "no probable cause." A final decision letter will be processed.
- A copy of the complaint, the investigation report and the Executive Director's determination letter will be forwarded to MDOT within ten (10) days of the final decision of the Executive Director.

All records will be kept in a confidential manner. Records will be maintained for a period of five (5) years.

# **APPENDIX C**

## **Transit Agency Memorandum of Understanding**

MEMORANDUM OF UNDERSTANDING  
between  
WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION  
(WMSRDC)  
and  
THE COUNTY OF MUSKEGON  
(Muskegon Area Transit (MATS))

THIS AGREEMENT, entered into as of this 8th day of August, 2007 by and between the WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION, on behalf of the WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM and the COUNTY OF MUSKEGON, hereinafter referred to as "MATS":

WITNESSETH:

WHEREAS, the U.S. Department of Transportation requires that urbanized areas maintain a continuing, comprehensive transportation planning process conducted cooperatively by State and local communities in conformance with 23 USC 134, and Section 8 of the Federal Transit Act, as amended; and

WHEREAS, the current federal regulations under 23 CFR 450, Subpart (c), Section 450.310, require that there be an agreement between the MPO and the local public transit system, and that such an agreement-specifies cooperative procedures for carrying out transit planning and programming activities.

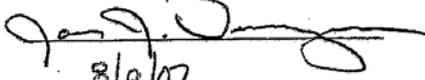
NOW, THEREFORE, the parties do hereto mutually agree that:

1. Cooperation between the West Michigan Metropolitan Transportation Planning Program and MATS is essential in respect to the provision of public transportation to the residents of the Muskegon/Northern Ottawa Urbanized Area.
2. The West Michigan Metropolitan Transportation Planning Program is the policy body for federally funded activities regarding transportation and programming being conducted under this interagency agreement.
3. MATS is recognized as one of the implementation agencies for the delivery of public transit services in the Muskegon/Northern Ottawa Urbanized Area.
4. Both parties agree that the conduct of coordinated planning and programming for public transportation federal funding is in their mutual interest, and such cooperative and coordinate planning activities will be identified in the annual MPO Unified Work Program (UWP), which is hereby made a part of this agreement upon its adoption by the Transportation Policy Committee.
5. MATS shall be represented on Transportation Technical Committee, and one elected official from the County of Muskegon shall be represented on the Transportation Policy Committee.
6. The term of this Agreement shall be from the date of execution and extending on a year-to-year basis until such time as it is officially terminated in accordance with the terms of this Agreement.
7. Either party may terminate this Agreement after not less than sixty (60) days written notice to the other party.
8. Changes to this Agreement which are mutually agreed upon by and between the West Michigan Metropolitan Transportation Planning Program and MATS shall

be incorporated as written amendments to this agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the first date written above.

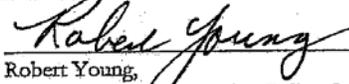
COUNTY OF MUSKEGON,  
MUSKEGON AREA TRANSIT



8/8/07

Date

WEST MICHIGAN METROPOLITAN  
TRANSPORTATION PLANNING PROGRAM



Robert Young,  
Chairperson, Transportation Policy Committee

8/8/07

Date

**MEMORANDUM OF UNDERSTANDING**  
 between  
**WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION**  
 (WMSRDC)  
 and  
**HARBOR TRANSIT**

COPY

THIS AGREEMENT, entered into as of this 8th day of August 2007 by and between the WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION, on behalf of the WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM and HARBOR TRANSIT:

WITNESSETH:

WHEREAS, the U.S. Department of Transportation requires that urbanized areas maintain a continuing, comprehensive transportation planning process conducted cooperatively by State and local communities in conformance with 23 USC 134, and Section 8 of the Federal Transit Act, as amended; and

WHEREAS, the current federal regulations under 23 CFR 450, Subpart (c), Section 450.310, require that there be an agreement between the MPO and the local public transit system, and that such an agreement specifies cooperative procedures for carrying out transit planning and programming activities.

NOW, THEREFORE, the parties do hereto mutually agree that:

1. Cooperation between West Michigan Metropolitan Transportation Planning Program and Harbor Transit is essential in respect to the provision of public transportation to the residents of the Muskegon/Northern Ottawa Urbanized Area.
2. The West Michigan Metropolitan Transportation Planning Program is the policy body for federally funded activities regarding transportation and programming being conducted under this interagency agreement.
3. Harbor Transit is recognized as one of the implementation agencies for the delivery of public transit services in the Muskegon/Northern Ottawa Urbanized Area.
4. Both parties agree that the conduct of coordinated planning and programming for public transportation federal funding is in their mutual interest, and such cooperative and coordinated planning activities will be identified in the annual MPO Unified Work Program (UWP), which is hereby made a part of this agreement upon its adoption by the Transportation Policy Committee.
5. Harbor Transit shall be represented on Transportation Technical Committee, and one elected official from the City of Grand Haven shall be represented on the Transportation Policy Committee.
6. The term of this Agreement shall be from the date of execution and extending on a year-to-year basis until such time as it is officially terminated in accordance with the terms of this Agreement.
7. Either party may terminate this Agreement after not less than sixty (60) days written notice to the other party.
8. Changes to this Agreement which are mutually agreed upon by and between West Michigan Metropolitan Transportation Planning Program and Harbor Transit shall be incorporated as written amendments to this agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the first date written above.

WEST MICHIGAN METROPOLITAN  
TRANSPORTATION PLANNING PROGRAM

CITY OF GRAND HAVEN HARBOR TRANSIT

Robert D. Young  
Robert Young, Chairperson  
Transportation Policy Committee

Roger A. Bergman  
Roger A. Bergman, Mayor

Leah Spinner  
Leah Spinner, Clerk

9-12-07  
Date

August 20, 2007  
Date

APPENDIX D  
TRANSPORTATION PLANNING WORK PROGRAM  
AMENDED FUNDING SOURCE SUMMARY  
FY 2014

	PL FEDERAL	FTA SEC 5303 FEDERAL	CMAQ FEDERAL	LOCAL MATCH FOR PL	LOCAL MATCH FOR SEC 5303	LOCAL MATCH FOR CMAQ	FEDERAL TOTAL	STATE TOTAL	LOCAL MATCH TOTAL	MPO TOTAL	SPR 80%	MDOT 20%	MDOT TOTAL
MPO PROGRAM MANAGEMENT	\$28,859	\$2,332	\$0	\$6,399	\$583	\$0	\$31,191	\$0	\$6,982	\$38,173	\$4,872	\$1,218	\$6,090
METRO AREA DATA ASSISTANCE	\$72,148	\$5,830	\$0	\$15,999	\$1,456	\$0	\$77,977	\$0	\$17,455	\$95,433	\$11,702	\$2,925	\$14,627
METRO AREA PLANNING	\$187,584	\$15,157	\$0	\$41,596	\$3,789	\$0	\$202,740	\$0	\$45,385	\$248,125	\$31,974	\$7,994	\$39,968
Multi-modal Subtotal	\$288,590	\$23,318	\$0	\$63,994	\$5,830	\$0	\$311,908	\$0	\$69,824	\$381,732	\$48,548	\$12,137	\$60,685
TRANSIT PLANNING	\$0	\$34,977	\$0	\$0	\$8,744	\$0	\$34,977	\$0	\$8,744	\$43,721	\$0	\$0	\$0
Transit Subtotal	\$0	\$34,977	\$0	\$0	\$8,744	\$0	\$34,977	\$0	\$8,744	\$43,721	\$0	\$0	\$0
AREAWIDE AIR QUALITY PROVEMENT PROGRAM	\$0	\$0	\$100,000	\$0	\$0	\$25,000	\$100,000	\$0	\$25,000	\$125,000	\$0	\$0	\$0
<b>GRAND TOTAL</b>	<b>\$288,590</b>	<b>\$58,295</b>	<b>\$100,000</b>	<b>\$63,994</b>	<b>\$14,574</b>	<b>\$25,000</b>	<b>\$446,885</b>	<b>\$0</b>	<b>\$103,568</b>	<b>\$550,453</b>	<b>\$48,548</b>	<b>\$12,137</b>	<b>\$60,685</b>

5/3/2013