



MICHIGAN DEPARTMENT OF TRANSPORTATION

**State Long-Range Transportation Plan
2005-2030**

**MPO/RPA
Technical Report**

*Prepared by
The Michigan Department
of Transportation
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With assistance from



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MI Transportation

MICHIGAN LONG RANGE TRANSPORTATION PLAN



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Executive Summary

This report is intended to consider Metropolitan Planning Organization (MPO) and Regional Planning Agency (RPA) plans and/or planning processes in Michigan in the context of how they may support and complement the overall vision and goals of *MI Transportation Plan*. This also intends to highlight issues not currently addressed in MPO/RPA plans that may complement *MI Transportation Plan* in subsequent planning at the regional and metropolitan levels.

Findings:

- At a general policy level, the transportation goals articulated by MPOs, RPAs, and MDOT are in sync with each other. Local Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) developed by MPOs can provide tools through which MDOT can ensure priorities articulated in *MI Transportation Plan* are implemented.
- One of the most effective ways to integrate MDOT and MPO/RPA plans and priorities is for MDOT to continue to enhance its involvement in regional planning activities and processes.
- The *MI Transportation Plan* process could be an important platform for expanding the discussion of the transportation-land use connection across Michigan.
- Freight movement, particularly trucking, is a major concern for MPOs and there is general understanding this is an interregional issue requiring state involvement and support.
- The corridor planning approach could be used to identify clear priorities and establish local and state commitments to various types of improvements in the corridors.
- The asset management process, via the Michigan Transportation Asset Management Council, has proven to be particularly useful for enhancing the effectiveness of roadway management and for demonstrating the value of regional planning to local officials.
- The long-term viability of public transit services in rural and non-metropolitan regions of Michigan, as currently structured, is threatened by a lack of funding and support from local officials. There is a need to help maintain service levels on and/or “reinvent” small transit systems to sustain their operational feasibility.

Conclusions:

There is a great deal of regional and metropolitan-level transportation planning occurring throughout Michigan today. However, there remains a strong home rule tradition that presents a challenge to execution of plans in a truly interjurisdictional manner. MDOT and MPOs/RPAs could provide additional leadership to advance the planning and implementation of cross-jurisdictional public passenger transportation services and connectivity between passenger modes. Such efforts would need to occur in cooperation with local governments and public and private service providers. In addition, MPOs, RPAs, and MDOT should continue to work

together to actively engage the county road commissions in the metropolitan and regional planning processes. Such engagement could lead to more consistency between priorities and needs identified through the MPO and RPA planning processes and the funding decisions of road commissions.

Chapter 1. Introduction

1.1 Purpose

The purpose of the *MPO/RPA Technical Report* is to synthesize planning priorities of MPOs and RPAs in Michigan and discuss how they may support and complement the overall vision and goals of *MI Transportation Plan*. The *MPO/RPA Technical Report* will also highlight potential issues not currently addressed in MPO/RPA plans that may complement *MI Transportation Plan* in subsequent planning at the regional and metropolitan levels.

1.2 Background

As part of the development process of *MI Transportation Plan*, MDOT determined that it is important to integrate the policies and plans of its metropolitan areas and planning regions into *MI Transportation Plan* to the extent practicable and appropriate. To this end, MDOT engaged in a review of MPO and RPA plans and convened focus groups with the MPOs and RPAs from across the state. These focus groups took place in March and May 2006, respectively. The plan review was intended to distill and synthesize aspects of MPO and RPA planning processes and priorities appropriate for consideration in *MI Transportation Plan* development. The focus groups were intended to more fully discuss and understand MPO and RPA policy and institutional issues of relevance to the *MI Transportation Plan* and MDOT planning process.

Chapter 2. MPOs and RPAs in Michigan

Regional planning is a form of intergovernmental cooperation. The authority for local governments to engage in regional planning, as well as the ability to enter into subsequent contractual undertakings or arrangements in order to implement regional plans or policies, results from a series of state statutes and constitutional provisions. In general, local governments in Michigan are authorized, but not required, to engage in a wide range of intergovernmental activities.

Michigan's legislature has passed two broad statutes that enable intergovernmental cooperation. P.A. 35 of 1951 authorizes municipal corporations to enter into contracts with other municipal corporations for the operation of a facility, performance of a service, or ownership of a property. Similarly, the Urban Cooperation Act (P.A. 7 of 1967) states that public agencies (including counties, cities, villages, townships, charter townships, school districts, single and multipurpose special districts, or single and multipurpose public authorities) may collaborate to exercise any power or authority that each party could exercise separately on its own. Joint service agreements are established under the authority of these two statutes.

Two commonly used vehicles of regional cooperation concern temporary transfers of land or functions between local governments. The Conditional Land Transfer Act (P.A. 425 of 1984)

authorizes the conditional transfer of property for economic development purposes. Act 425 agreements often involve a village or city developing property that would otherwise not be developed for infrastructure reasons. These contracts must include a formula for sharing tax revenue, duration for the agreement, and a plan for jurisdiction of the property upon termination (whether renewal of agreement, transfer, or return of land). By December 1999, 175 conditional land transfer agreements had been reached among local government units in Michigan, including six that were rescinded following their filing. Similarly, the Intergovernmental Transfer of Functions and Responsibilities Act (P.A. 8 of 1967) authorizes two or more local government units to transfer specific functions. For example, a city may agree to provide water and sewer services to a township, or a county may contract with a township to provide police service. While P.A. 425 allows for the transfer of land, P.A. 8 applies only to specific governmental functions.

In addition, numerous statutes authorize specific forms of planning, economic development activities, environmental protection, and/or infrastructure provision on an interjurisdictional or regional basis in Michigan.

The Regional Planning Act (P.A. 281 of 1945) authorizes two or more local units of government to create a regional planning commission. The act applies to cities, villages, townships, counties, and school districts. The regional planning commission may conduct research studies, make and coordinate the development of plans for the physical, social and economic development of the region, and adopt a plan as its official recommendation for the development of the region, advise local units, and act as a coordinating agency for other public and private agencies.

The regional planning commission's jurisdiction is delineated by the resolutions of the participating local units of government. Both the Southeast Michigan Council of Governments (SEMCOG) and the Tri-county Regional Planning Commission were formed under the Regional Planning Act. In addition, the Intermunicipality Committees Act (P.A. 200 of 1957) authorizes two or more municipalities to form a committee for "studying area governmental problems of mutual interest and concern, including such matters as facility studies on recreation and parks, and ports, and to formulate recommendations for review and action thereon by the member governing bodies." The act applies to cities, villages, townships, and charter townships.

The Intercounty Committees Act (P.A. 217 of 1957) authorizes two or more counties to establish an analogous committee for the same purposes. In 2001, the Michigan Legislature amended the state's main planning enabling acts: the Township Planning Act (P.A. 168 of 1959), the County Planning Act (P.A. 282 of 1945), and the Municipal Planning Act (P.A. 285 of 1931) to require greater communication and coordination among neighboring jurisdictions. Municipal jurisdictions are now required to first notify neighboring jurisdictions, the county, the region, and any registered public utility company, railroad, or other government entities (such as a downtown development authority) of the municipality's intention to amend or revise an existing plan or to create a new plan. The notice requests the recipient's cooperation and asks for the recipient's comments. Later, after a draft plan is created and distributed to these entities, they review and comment on the proposed plan. The county provides comments on whether

the proposed plan is consistent with the county's plan and whether it is consistent with the plans of neighboring jurisdictions.

In Michigan, there are two principal (but not necessarily mutually exclusive) types of multi-county regional planning bodies for transportation: Regional Planning Agencies (RPAs) and Metropolitan Planning Organizations (MPOs).

2.1 Regional Planning Agencies (RPA)

2.1.1 Purpose and Role

The most visible type of multi-county regional planning body in Michigan is the state planning and development district, more commonly referred to as a regional planning agency (RPA). The state is divided into 14 Districts. Michigan created the planning and development districts in the 1970s to provide a regional basis for planning and programming activities of the state government and to encourage regional coordination of planning and programming undertaken by local governments. RPAs are perhaps the most common and easiest forums in which counties, townships, villages, and cities can discuss coordination of issues of regional importance.

Michigan contains 14 RPAs, which together cover 100 percent of the state's geographic area. Some regional planning agencies take on mandated transportation planning responsibilities as metropolitan planning organizations (MPOs) in urbanized areas and as rural transportation organizations in non-urbanized areas. In Michigan, as in other states, regional agencies conduct a variety of planning and associated activities. These may include:

- **Economic Development:** Regional planning agencies work toward integration of regional economic development strategies through a planning process, often funded by the Economic Development Administration. The objective of such planning is to develop a road map that will allow communities to recognize their economic goals.
- **Environmental Quality Planning:** Many regional planning agencies have been involved in land use, air quality, and brownfield redevelopment for more than three decades.
- **Housing and Community Development:** Some regional planning agencies develop both affordable housing strategies and fair housing strategies; they administer millions of dollars in housing program funds.
- **Information Systems:** All regional planning agencies in Michigan serve as census data centers, compiling, disseminating, and evaluating trends. Sophisticated geographic information systems are often used in transportation modeling, water and sewer line assessments, ascertaining economic growth locations and accessibility to the workforce, developing maps, and preparing reports.
- **Smart Growth:** In recent years, some regional planning agencies have sought to engage the public more directly in regional land use/development visioning processes as a

means of obtaining broad support for growth and sustainability objectives and mapping the future of metropolitan and rural regions.

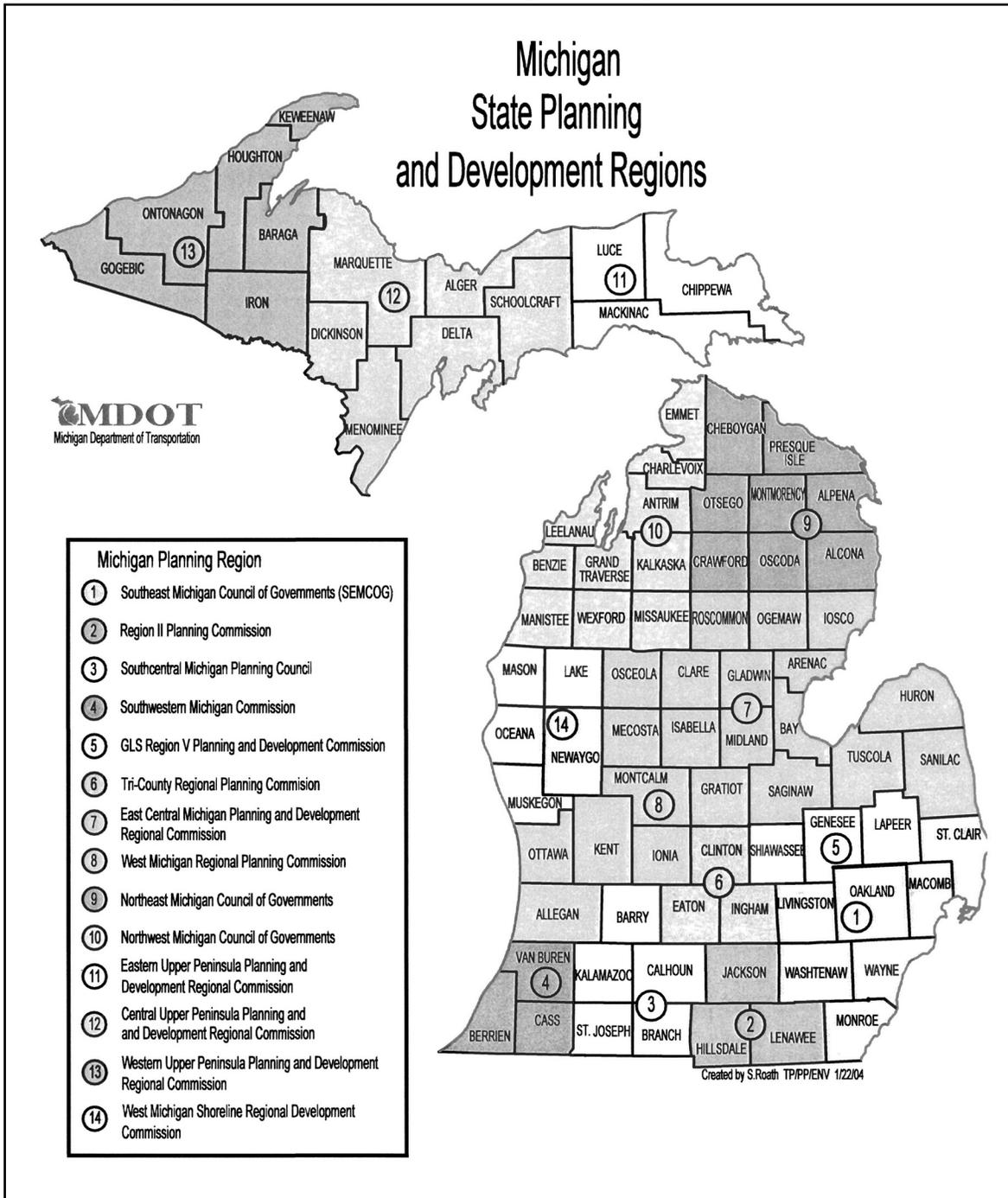
- **Transportation:** Many regional planning agencies serve as both metropolitan planning organizations (MPOs) and rural transportation organizations. Regional planning agencies perform many roles that link transportation to many other aspects of the communities they serve.¹

¹ Source: Michigan Association of Regions Web site, 2006, www.miregions.org/programs.htm

2.1.2 Geographic areas with RPAs

As shown in Figure 1, Michigan contains 14 state planning and development regions, each of which has a designated regional planning agency. All areas of the state fall within a planning district.

Figure 1: Michigan State Planning and Development Regions



Source: Michigan Department of Transportation

Table 1 presents a list of the RPAs in Michigan, including their key cities.

Table 1: Regional Planning Agencies in Michigan

<i>Region</i>	<i>Regional Planning Agency</i>	<i>Key City</i>
Region 1	Southeast Michigan Council of Governments*	Detroit
Region 2	Region 2 Planning Commission*	Jackson
Region 3	South Central Michigan Planning Council	Portage
Region 4	Southwestern Michigan Commission*	Benton Harbor
Region 5	Region 5 Planning and Development Commission*	Flint
Region 6	Tri-county Regional Planning Commission*	Lansing
Region 7	East Central Michigan Planning and Development Region	Saginaw
Region 8	West Michigan Regional Planning Commission	Grand Rapids
Region 9	Northeast Michigan Council of Governments	Alpena/Gaylord
Region 10	Northwest Michigan Council of Governments	Traverse City
Region 11	Eastern Upper Peninsula Regional Planning and Development Commission	Sault Ste. Marie
Region 12	Central Upper Peninsula Planning and Development Regional Commission	Escanaba
Region 13	Western Upper Peninsula Planning and Development Regional Commission	Houghton
Region 14	West Michigan Shoreline Regional Development Commission*	Muskegon

Source: Michigan Department of Transportation

*These RPAs also function as Metropolitan Planning Organizations (MPOs).

2.2 Metropolitan Planning Organizations (MPOs)

2.2.1 Purpose and Role

A metropolitan planning organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. In the early 1970s, Congress passed legislation that required the formation of an MPO for any Urbanized Area (UZA) with a population greater than 50,000.² Congress created MPOs in order to ensure

² Urbanized Area (UZA) designations are updated every 10 years based on the results of the decennial census of population.

that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive “3-C” planning process. Federal funding for transportation projects and programs are channeled through this planning process. As of 2005, there are 385 MPOs in the US.

Under federal law, each MPO must establish an agreement between and among its member jurisdictions (municipalities, counties, state DOT, transit agencies, etc.) that documents and explains the organizational structure, operating procedures, decision-making protocols and related items. Typically, this agreement is in the form of a Memorandum of Understanding or Memorandum of Agreement (MOU/MOA) that is signed by authorized representatives of all the member jurisdictions. This agreement governs the interagency decision-making and planning process within the MPO realm. It may be revised periodically to reflect changing planning needs or institutional dynamics.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA), doubled funding for MPO operations and required the agencies to evaluate a variety of multimodal solutions to roadway congestion and other transportation problems. MPOs were also required to broaden public participation in the planning process and see that investment decisions contributed to meeting the air quality standards of The Clean Air Act Amendments.

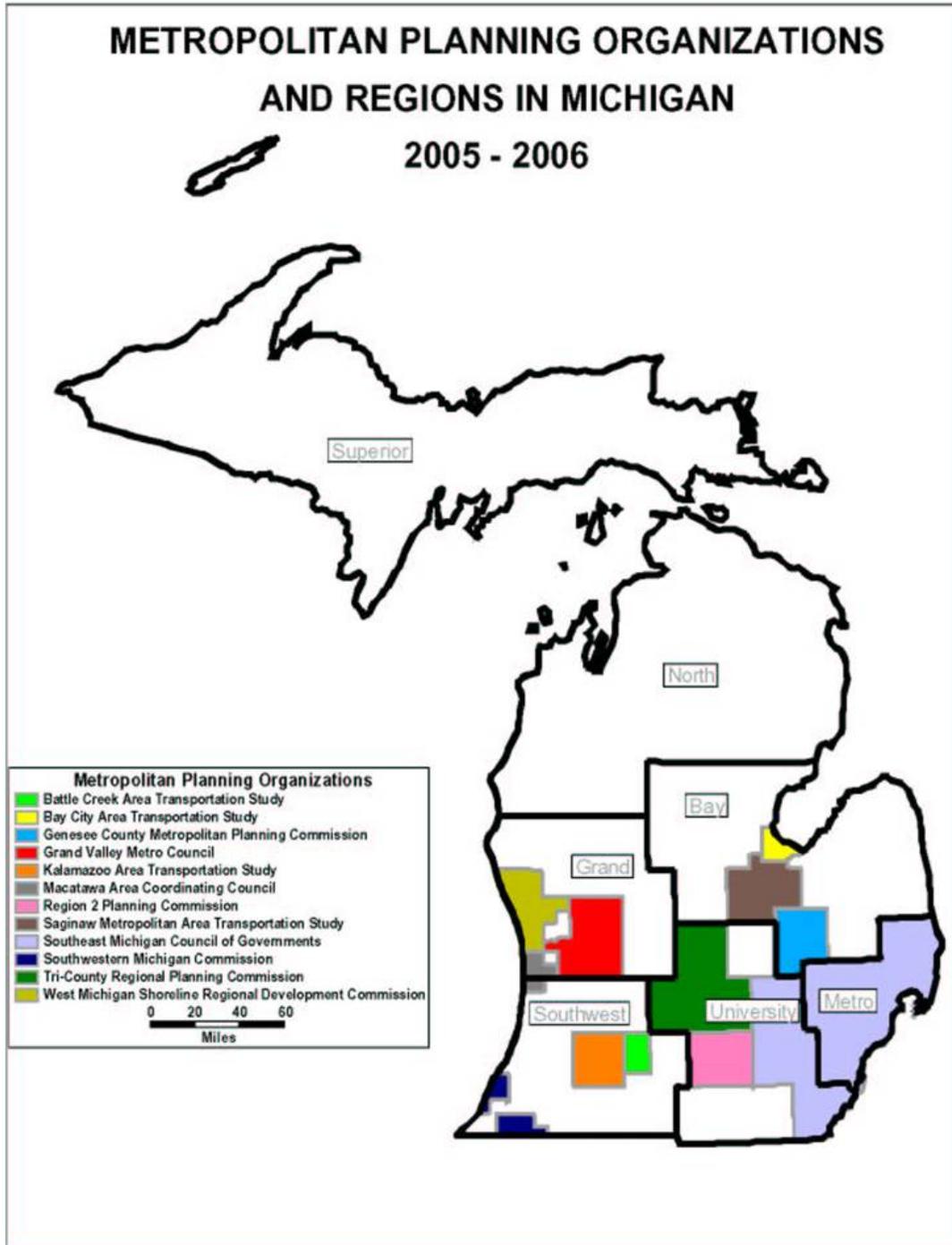
In addition, ISTEA placed a new requirement on MPOs to conduct fiscally-constrained planning and ensure that long-range transportation plans and short-term transportation improvement programs were fiscally constrained; in other words, adopted plans and programs cannot include more projects than can be reasonably expected to be funded through existing or projected sources of revenues. This new requirement represented a major conceptual shift for many MPOs (and others in the planning community), since the imposition of fiscal discipline on plans now required not only understanding how much money might be available, but also prioritizing investment needs and making hard choices between competing needs. Adding to this complexity is the need to plan across transportation modes and develop approaches for multimodal investment prioritization and decision-making. It is in this context of greater prominence, funding, and requirements that MPOs function today.

The 2005 enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) added new coordination requirements for MPOs to address. Specifically, MPOs must now consult as appropriate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in developing their long-range transportation plans. In addition, this legislation now requires consistency between transportation improvements and state and local planned growth and economic development patterns. As this new legislation has only recently been enacted, its impact on MPOs and cooperating agencies has yet to be seen.

2.2.2 Geographic areas with MPOs

As shown in Figure 2, Michigan contains 12 MPOs, concentrated primarily in the middle and southern portions of the Lower Peninsula.

Figure 2: Metropolitan Planning Organizations & Regions in Michigan, 2005-2006



Source: Michigan Department of Transportation

Each MPO is centered on one of Michigan's major cities and encompasses (at least) the census-designated urbanized area. The MPOs range in size from the Bay City Area Transportation Study (87,875 people) to the Southeast Michigan Council of Governments (4.8 million people). **Table 2** presents a list of all of Michigan's 12 MPOs, including their major cities, geographic size, urbanized area population, and year of MPO designation.

Table 2: Metropolitan Planning Organizations in Michigan

<i>Metropolitan Planning Organization</i>	<i>Major City</i>	<i>Area (Sq. Miles)</i>	<i>Study Area Pop.</i>	<i>Designation Year</i>
Battle Creek Area Transportation Study	Battle Creek	169	91,498	1974
Bay City Area Transportation Study	Bay City	168	87,322	1974
Genesee County Metropolitan Planning Commission	Flint	648	436,141	1963
Grand Valley Metropolitan Council	Grand Rapids	1,014	650,183	1990
Kalamazoo Area Transportation Study	Kalamazoo	579	238,603	1979
Macatawa Area Coordinating Council	Holland	212	112,467	1991
Region 2 Planning Commission	Jackson	723	158,422	1968
Saginaw Metropolitan Area Transportation Study	Saginaw	259	159,102	1965
Southeast Michigan COG	Detroit	4,608	4,833,493	1974
Southwestern Michigan Commission MPO	Benton Harbor	315	121,280	1974
Tri-county Regional Planning Commission	Lansing	1,712	447,728	1973
Western Michigan Shoreline Regional Development Commission	Muskegon	657	220,196	1973

Source: Metropolitan Planning Organization (MPO) Database, US DOT Transportation Planning Capacity Building Web site (<http://www.planning.dot.gov/overview.asp>), 2006

2.2.3 Relationship of Planning and Development Districts, RPAs and MPOs

Several State Planning and Development Districts/RPAs, including SEMCOG, also possess the federal designation as MPOs, authorizing the districts to conduct regional transportation planning and make decisions about allocations of federal highway funds.

A large regional government entity that is not a planning and development district is the Grand Valley Metro Council, established in 1990 under the Metropolitan Council Act (P.A. 292 of 1989). An alliance of governmental units in the Grand Rapids area, the Grand Valley Metro Council plans for growth and development and coordinates government services. Like

SEMCOG, the Grand Valley Metro Council serves as the MPO for area transportation planning purposes.

2.3 Factors Affecting Regional Planning Efforts in Michigan

There are at least two factors that have an impact on regional planning efforts and agencies in Michigan: Home Rule and County Road Commissions.

2.3.1 Home Rule in Michigan

A factor that influences regional planning in urbanized and rural areas alike in Michigan is the long-standing tradition of home rule. In Michigan, as in many states, local governments (counties, townships, villages, and cities) may organize themselves and exercise authority only in the way that the state constitution and statutes have specifically set forth for this type of government. A charter (home rule) government has more control over its organization and broader authority than does a general-law government. That government's charter sets forth the taxing and borrowing limits (subject to state law), number of departments, and types of services to be delivered to residents.

In Michigan, counties, townships, and villages begin as general-law units, but if they meet certain statutory requirements, they may change to charter (home rule) units. By law, all of Michigan's 272 cities are home rule units. Eighty-two of Michigan's 83 counties are general-law units. (Wayne County is the exception; the electorate adopted a charter in 1980.) Of Michigan's 1,242 townships, 130 have opted for charter status. Of the 261 villages in Michigan, 213 are general law and 48 are home rule.

Through its long tradition of home rule, Michigan has "relied upon local government to make decisions that are primarily of local concern, such as those related to land use planning and zoning. Home rule is based on the theory of self-government that encourages local decisions and regulations to be adopted by the governmental entity closest to those affected."³ Home rule is closely guarded by local jurisdictions, as it grants them autonomy and control over local issues. On the other hand, the policy environment fostered by home rule greatly complicates voluntary efforts at the intergovernmental cooperation and regional planning level. Such issues as transportation funding, fire protection, land use, solid waste management and consolidation, and intergovernmental contracting are persistent concerns for many local officials. Problems in these areas frequently have to do with local control, either among local jurisdictions, or between the locals and the state. The line between state and local authority is sometimes vague, and spheres of influence are often overlapping, ambiguous, and contested.

2.3.2 County Road Commissions

Another factor that contributes to the complexity of regional and interjurisdictional transportation planning in Michigan is the role of county road commissions. Each of

³ *Michigan Land Use Leadership Council*. Chapter Three: Vision & Goals, p. 26, 6/27/03.

Michigan's 83 counties has its own road agency, known generically as a county road commission. A county road commission maintains the county's own primary roads as well as secondary roads in each of the county's townships. The creation of county road commissions grew out of what was known in the late 19th century as the Good Roads Movement. In 1893, the state legislature passed the County Road Law, which permitted a county, by a vote of the people, to establish a county road commission and levy a road tax. By 1905, only 18 of 83 counties had set up county road commissions; by 1916, 59 counties had followed suit. The McNitt Act of 1932 provided for the consolidation of the 68,000 miles of township roads into 83 existing county road systems. The McNitt Act increased county road systems from 17,000 to about 85,000 miles, with virtual elimination of previous methods of support for township roads.

Today, Michigan's county road commissions are responsible for about 82,000 miles, or 70 percent, of Michigan's public road system. In addition, about three-quarters of Michigan's counties also contract with MDOT to provide daily maintenance on state highways. Road commissions also work closely with MDOT to identify and obtain state and federal funding for county road maintenance, operations, and improvements. In many locations, particularly the rural areas, the county road commission's process for identifying needs and allocating available funds to them is distinct from the regional planning process and is not linked to regionally-based transportation planning efforts.

Chapter 3. Relationship of Metropolitan Transportation Plans and Regional Planning to *MI Transportation Plan*

Federal transportation legislation, regulations, and policy all embrace the concept of partnerships among state, regional and local agencies, and stakeholders in the planning process. Such partnerships help to facilitate more effective communication and consensus building among parties, thereby leading to more effective decisions on transportation investments. It is, therefore, important for *MI Transportation Plan* to account for and, as appropriate, integrate the plans and priorities of the regions across Michigan.

There are two principal categories of plans of interest: the local long-range transportation plans (LRTPs) developed by MPOs under federal law; and transportation plans and/or priorities developed by non-metropolitan or rural regional planning agencies.

3.1 MPO Long-Range Transportation Plans

An MPO's long-range transportation plan (LRTP) is the statement of the ways the region plans to invest in the transportation system. The LRTP "shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods" (23 CFR450C, Sec.450.322). The local LRTP typically includes the following:

- Identify policies, strategies, and projects for the future;

- Determine project demand for transportation services over 20 years;
- Focus at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections;
- Articulate regional land use, development, housing, and employment goals and plans;
- Estimate costs and identify reasonably available financial sources for operation, maintenance, and capital investments;
- Determine ways to preserve existing roads and facilities and make efficient use of the existing system;
- Be consistent with MDOT's statewide transportation plan; and
- Be updated every five years (or four years in air quality non-attainment and maintenance areas).

Under federal law, the local LRTP also needs to address the required planning factors as articulated in SAFETEA-LU.

An MPO's LRTP is developed in cooperation with MDOT, local agencies, and local units of government. It, therefore, should comprise a consensus-based statement of needs, priorities, and resource commitments related to the metropolitan transportation system.

3.1.1 Comparison of MI Transportation Plan Goals and MPO LRTP Goals

As part of the development of this report, MDOT staff conducted a review of existing MPO LRTP goals and compared them to *MI Transportation Plan* goals. Tables 3 and 4 provide summaries of this review on an MPO by MPO basis.

Table 3: Overview of Michigan MPO LRTP Update Cycles and Consistency with MDOT Goals and Planning Factors

<i>MPO</i>	<i>Time Period</i>	<i>Next Update</i>	<i>Consistent With</i>	
			<i>MI Transportation Plan Goals</i>	<i>Planning Factors</i>
SEMCOG	2005/2030	2009	yes	yes
Ann Arbor	2005/2030	2009	yes	yes
Port Huron	2005/2030	2009	yes	yes
Flint	2005/2030	2009	yes	yes
Saginaw	2002/2027	2007	yes	yes
Bay City	2002/2027	2007	yes	yes
Lansing	2005/2030	2009	yes	yes
Jackson	2000/2025	2006	yes	yes
Battle Creek	2000/2025	2006	yes	yes
Kalamazoo	2000/2025	2006	yes	yes
Grand Rapids	2004/2030	2008	yes	yes
Muskegon	2005/2030	2009	yes	yes
Holland	2004/2030	2008	yes	yes
Benton Harbor	2005/2030	2009	yes	yes
Niles	2005/2030	2009	yes	yes
Traverse City			yes	yes

Source: Michigan Department of Transportation, 2006

Table 4: Comparison of MI Transportation Plan Goals to Individual MPO LRTP Goals

State Long-Range Goals:	SEMCOG	Ann Arbor	P. Huron	Flint	Saginaw	Bay City	Lansing	Jackson	B. Creek	Kalamazoo	G. Rapids	Muskegon	Holland	B. Harbor	Niles
Preservation: Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, and intermodal connectivity; support economic activity and the viability of older communities; and ensure that the facilities and services continue to fulfill.	X-3	X-3	X-3	X-2		X-7	X-15		X-3	X-5	X-2	X-3	X-3	X-4	X-4
Safety: Promote the safety and security of the transportation system for users and passengers, pedestrians, and motorized and non-motorized vehicles.	X-4	X-4	X-4	X-3	X-4	X-2	X-3,15,17	X-1,3,4	X-1	X-6	X-1	X-2	X-7	X-2	X-2
Basic Mobility: Work with the general public, public agencies, and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, effective, efficient, and economical access to employment, educational opportunities and essential services.	X-1,3,4	X-1,3,4	X-1,3,4	X-1,2,3	X-2,4	X-3	X-1,2,3,4,10,13,14	X-3,4	X-2,4	X-2,4,5	X-1,2	X-1,3	X-3,4,6	X-3	X-3
Strengthening the State's Economy: Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its region for the 21st Century.	X-3	X-3	X-3	X-4	X-2	X-1	X-4,7,8	X-2,3,6	X-5,9	X-1,4	X-2	X-3	X-2	X-1,6	X-1,6
Transportation Services Coordination: Create incentives for coordination between public officials, private interests, and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity, and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.	X-1,2,4	X-1,2,4	X-1,2,4	X-2,3,4,5	X-1,2	X-1,4	X-9	X-1	X-6,7	X-5	X-5	X-1,6	X-1,4,6	X-1,3	X-1,3
Intermodalism: Improve intermodal connections to provide "seamless" transportation for both people and products to and throughout Michigan.	X-2	X-2	X-2	X-1,2,3	X-1,4	X-2,5	X-1,2,13,14,15	X-1,4,5	X-6	X-5	X-1	X-1	X-3,4	X-3,6	X-3,6
Environment and Aesthetics: Provide transportation systems that are environmentally responsible and aesthetically pleasing.	X-5	X-5	X-5	X-5	X-5	X-4	X-5	X-2,6	X-8	X-3	X-3	X-1	X-5	X-5	X-5
Land Use Coordination: Coordinate local land use planning, transportation planning, and development to maximize the use of the existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.	X-1,5	X-1,5	X-1,5	X-6	X-1	X-3,4	X-6	X-2	X-6	X-3	X-5	X-1	X-1,5	X-5	X-5
Other (Non State Goals): Lansing MPO: Parking/parking management; community impact; airport issues; Muskegon MPO: Consistent with federal transportation goals; Consistent with state goals.							X-11,12,16					X-4,5			

X-number indicates which local MPO long-range plan goal corresponds to the state goal
 Source: Michigan Department of Transportation, 2006

Based on this review, it is apparent that there is general consistency between the goals of MPOs and those of the state, as articulated in adopted local LRTPs. In only a few cases did an MPO's LRTP goals not articulate a state goal. For example, based on this review, neither the Jackson nor Saginaw MPO LRTPs expressly identified preservation (as defined by MDOT) as a goal.

A few MPOs also identified regional goals as priorities that are not currently MDOT state priorities. For example, the Lansing MPO highlighted parking/parking management, community impact mitigation, and airport development as key regional goals.

3.2 Non-metropolitan/Rural Area Regional Transportation Planning

Some of the RPAs in Michigan also conduct transportation planning for non-metropolitan parts of their regions and for rural areas with no urbanized element. These planning efforts are often focused on statements of needs and project priorities and tend not to be as comprehensive as MPO LRTPs. According to members of the Michigan Association of Regions (MAR), there is generally only a limited- or no-objective process for prioritizing transportation investment needs in non-metropolitan regions. Most transportation spending decisions, the vast majority of which focus on highways, are made through the County Road Commission process and tend to be based on "fair share" allocations, rather than objective analyses of needs or return on investment. MAR members suggested that increased cooperation between RPAs and County Road Commissions could enable a more strategic approach to identifying improvements to the transportation system.

RPAs also assist MDOT in the development and coordination of *MI Transportation Plan* and the Statewide Transportation Improvement Program (STIP). For example, MDOT often relies on the RPAs to identify transportation agencies, private transportation providers, and Tribal governments to be contacted and engaged in the public involvement processes for both of these documents. In addition, depending on the specific needs and characteristics of the region, an RPA may:

- Coordinate planning and provision of regional transit service;
- Identify strategies and coordinate development of non-motorized transportation projects;
- Assist in air quality planning for non-attainment areas;
- Assist in public meetings and listening sessions;
- Collect, manage, and provide data on the condition, safety, efficiency, and economy of the region's transportation system; and/or
- Assist MDOT in the planning and development of transportation access to commercial, industrial, scenic, and recreation areas in the region.

MAR members believe that the asset management process, via the Michigan Transportation Asset Management Council, has proven to be particularly useful for enhancing the effectiveness of roadway management and for demonstrating the value of regional planning to local officials. These officials believe that the Michigan Transportation Asset Management Council process

could be used as a stepping-stone toward a more objective and needs-based transportation investment prioritization process for non-MPO regions.

MAR members also said that the value of public transit and local funding for transit are difficult subjects in rural and non-metropolitan regions of the state. It is often difficult to convince policy-makers of the need to sustain transit operations, even though transit may be the only transportation option available for people who need to travel many miles to work or for human service providers. It was suggested that an objective study of transit dependence for job access in each of the state's rural regions would provide useful information for decision-makers and regional planners struggling with the question of how to maintain transit services in a cost-effective manner.

3.3 Air Quality Conformity Roles

Michigan's MPOs and RPAs also play a critical role in transportation conformity. Transportation conformity is a way to ensure that federal funding and approval are given to those transportation activities that are consistent with Michigan's air quality goals, as embodied in the federally-required State Implementation Plan (SIP). Federal law requires that transportation plans, programs, and projects in air quality non-attainment or maintenance areas that are funded or approved by the FHWA or FTA be in conformity with that state SIP through the process promulgated by the US Environmental Protection Agency. The conformity requirement applies to MPO LRTPs and TIPs as well as the Statewide TIP (STIP).

Table 5 displays Michigan's air quality non-attainment areas and the corresponding affected MPOs/RPAs as of 2006:

Table 5: Non-attainment Areas in Michigan

<i>Non-attainment Area</i>	<i>MPO/RPA Affected</i>
Kent & Ottawa Counties	Grand Valley Metro Council
Ottawa, Kent and Allegan Counties	Macatawa Area Coordinating Council
Ottawa, Kent and Muskegon Counties	West Michigan Shoreline Regional Development Commission
Genesee and Lapeer Counties	Genesee County Metropolitan Planning Commission
Livingston, Macomb, Oakland, St. Clair, Washtenaw, Wayne and Lenawee Counties	Southeast Michigan Council of Governments Washtenaw Area Transportation Study St. Clair County Metropolitan Planning Commission
Calhoun, Kalamazoo and Van Buren Counties	Battle Creek Area Transportation Study Kalamazoo Area Transportation Study
Berrien County	Southwestern Michigan Commission Niles Cass Area Transportation Study
Clinton, Eaton and Ingham Counties	Tri-county Regional Planning Commission

Source: Michigan Department of Transportation

Michigan's MPOs and RPAs play a major role in convening and facilitating the work of Interagency Work Groups, which include MDOT and the Michigan Department of

Environmental Quality (DEQ), to discuss regional and statewide air quality issues, develop conformity options and strategies and recommend projects for Congestion Mitigation and Air Quality (CMAQ) program funding.

Chapter 4. Conclusions

The relationship between the plans and planning processes of MDOT, MPOs, and RPAs in Michigan is complex. The nature and quality of these relationships varies depending on the size, geography, and specific characteristics of each region. However, based on the information and analysis presented in this report, several findings are apparent. These can be broken out into (1) plan and priorities-related findings and (2) planning process-related findings.

4.1 Plan and Priorities-related Findings

- At a general policy level, the transportation goals articulated by MPOs, RPAs, and MDOT are consistent with each other.
- Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) developed by MPOs can provide tools through which MDOT can ensure priorities articulated in *MI Transportation Plan* are implemented.
- There is a need to help maintain service levels on and/or reinvent small transit systems to sustain their operational feasibility.
- Freight movement, particularly trucking, is a major concern for MPOs and there is general understanding this is an interregional issue requiring state involvement and support.

4.2 Process-related Findings

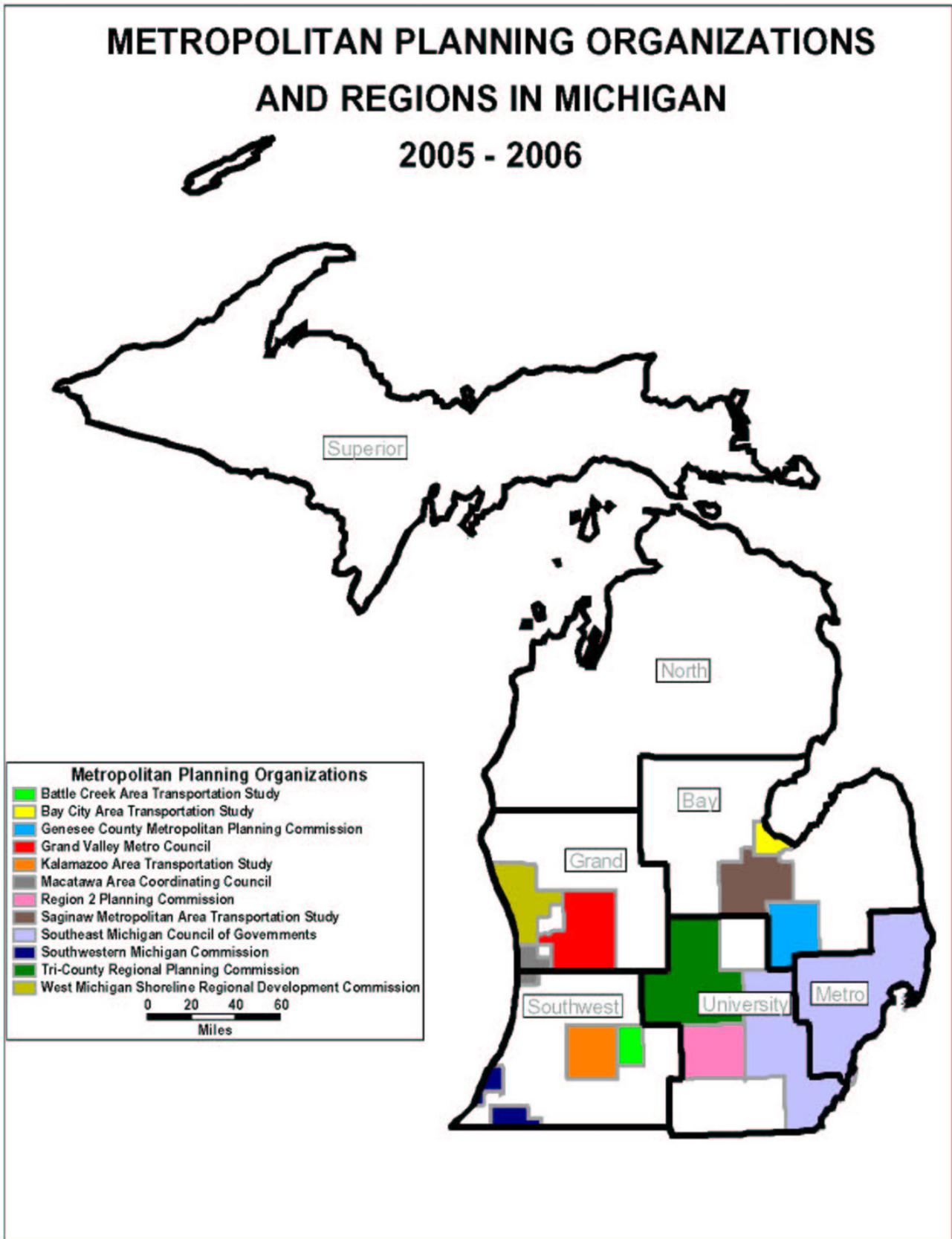
- One of the most effective ways to integrate MDOT and MPO/RPA plans and priorities is for MDOT to continue to enhance its involvement in MPO/RPA planning activities and processes.
- There is a need to determine a method for acknowledging the priorities set by local officials through the MPO process and incorporate them into *MI Transportation Plan*.
- The *MI Transportation Plan* process could be an important platform for expanding the discussion of the transportation-land use connection across Michigan.
- The corridor planning approach could be used to identify clear priorities, advance more coordinated transportation and land use planning, and establish local and state commitments to various types of improvements in the corridors.
- The asset management process, via the Michigan Transportation Asset Management Council, has proven to be particularly useful for enhancing the effectiveness of roadway management and for demonstrating the value of regional planning to local officials.

- The long-term viability of public transit services in rural and non-metropolitan regions of Michigan, as currently structured, is threatened by a lack of funding and support from local officials.

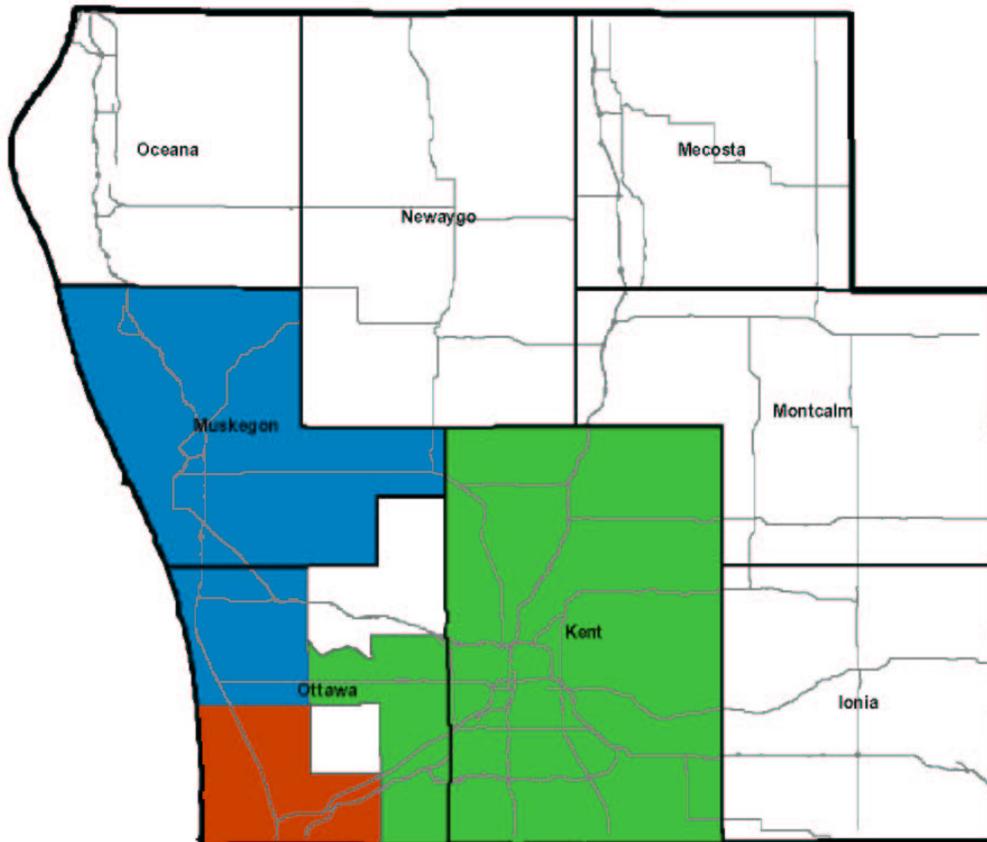
4.3 Conclusions

There is a great deal of regional and metropolitan-level transportation planning occurring throughout Michigan today. However, there remains a strong home rule tradition that presents a challenge to execution of regional plans in a truly regional (interjurisdictional) manner. MDOT could assume a strong role in efforts such as corridor and transit planning that facilitates interjurisdictional efforts to address transportation needs and work closely with regional bodies that undertake these efforts. In addition, MPOs, RPAs and MDOT could work together to facilitate more engagement of county road commissions in the metropolitan and regional planning processes. Such engagement could lead to more consistency between priorities and needs identified through the MPO and RPA planning processes and the funding decisions of road commissions.

Appendix A: Metropolitan Planning Organizations (MPO) and Planning Regions in Michigan



METROPOLITAN PLANNING ORGANIZATIONS GRAND REGION



Grand Valley Metro Council

MPO Planning Boundary

All of Kent County and portions of southeast Ottawa County consisting of Allendale, Tallmadge, Blendon, Georgetown, and Jamestown townships.

Urbanized Area

The Urbanized area consists of the cities/villages of Grand Rapids, Walker, Grandville, Wyoming, Kentwood, East Grand Rapids, Rockford, Sparta, and Cedar Springs; the entire townships of Grand Rapids, Cascade, Plainfield, and parts of Byron, Gaines, Caledonia, Ada, Cannon, Courtland, Algoma, Sparta, Alpine and Solon Townships in Kent County plus the city of Hudsonville and portions of Allendale, Georgetown, Tallmadge, and Jamestown townships in Ottawa County.

Address

40 Pearl Street NW
Suite 410
Grand Rapids, Michigan 49503-3027
Phone: 616-776-3876
Fax: 616-774-9292

Web site

www.gvmc.org

Documents

2030 Long-Range Transportation Plan for the Grand Rapids Metro Area

<http://www.gvmc.org/transportation/longrangeplan.shtml>

FY 2006-2008 Transportation Improvement Program

<http://www.gvmc.org/transportation/tip.shtml>

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Grand Rapids non-attainment area consisting of Kent and Ottawa Counties.

Ottawa County contains portions of Grand Rapids, Holland, Muskegon MPOs and a rural STIP conformity requirement for four townships not part of the MPOs.

LRP and TIP conformity is also dependent on the aggregate of emissions from Kent, Ottawa, Muskegon and Allegan Counties.

Macatawa Area Coordinating Council

MPO Planning Boundary

The City of Holland and the townships of Holland, Zeeland, Park, Port Sheldon and Olive in Ottawa County; plus Fillmore, and Laketown townships in Allegan County.

Urbanized Area

The Urbanized area consists of the cities of Holland, Zeeland and the entire township of Park and parts of Zeeland, Holland, and Olive Townships in Ottawa County plus parts of Fillmore, and Laketown townships in Allegan County.

Address

400 136th Avenue, Suite 416
Holland, MI 49424
Phone: 616-395-2688
Fax: 616-395-9411

Web site

<http://www.macatawa.org/~macc/> (under construction)

Documents

2030 Long-Range Transportation Plan
<http://www.gvmc.org/transportation/longrangeplan.shtml>
FY 2006-2008 Transportation Improvement Program
<http://www.gvmc.org/transportation/tip.shtml>

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained within the Grand Rapids and Allegan County non-attainment areas consisting of Ottawa, Kent, and Allegan Counties.

LRP and TIP conformity is also dependent on the aggregate of emissions from Kent, Ottawa, Muskegon and Allegan Counties.

West Michigan Shoreline Regional Development Commission

MPO Planning Boundary

Muskegon County and parts of northwest Ottawa County consisting of the cities/villages of Ferrysburg, Grand Haven and Spring Lake, and Grand Haven, and Robinson Townships.

Urbanized Area

The Urbanized area consists of the cities/villages of Muskegon, Muskegon Heights, Norton Shores, Montague, Fruitport, Lakewood Club and Roosevelt Park, plus parts of Fruitport, Sullivan, Egelston, Muskegon, Dalton, Fruitland, and Laketon Townships in Muskegon County also the cities/villages of Grand Haven, Ferrysburg, and Spring Lake, and parts of Robinson, Crockery, Grand Haven, Spring Lake townships in Ottawa County.

Address

316 Morris Avenue, Suite 340, P.O. Box 387
Muskegon, MI 49443-0387
Phone: 231-722-7878
Fax: 231-722-9362

Web site

<http://www.wmsrdc.org>

Documents

WestPlan 2030 Long-Range Transportation Plan
<http://www.wmsrdc.org>

WestPlan FY 2006-2008 Transportation Improvement Plan
<http://www.wmsrdc.org>

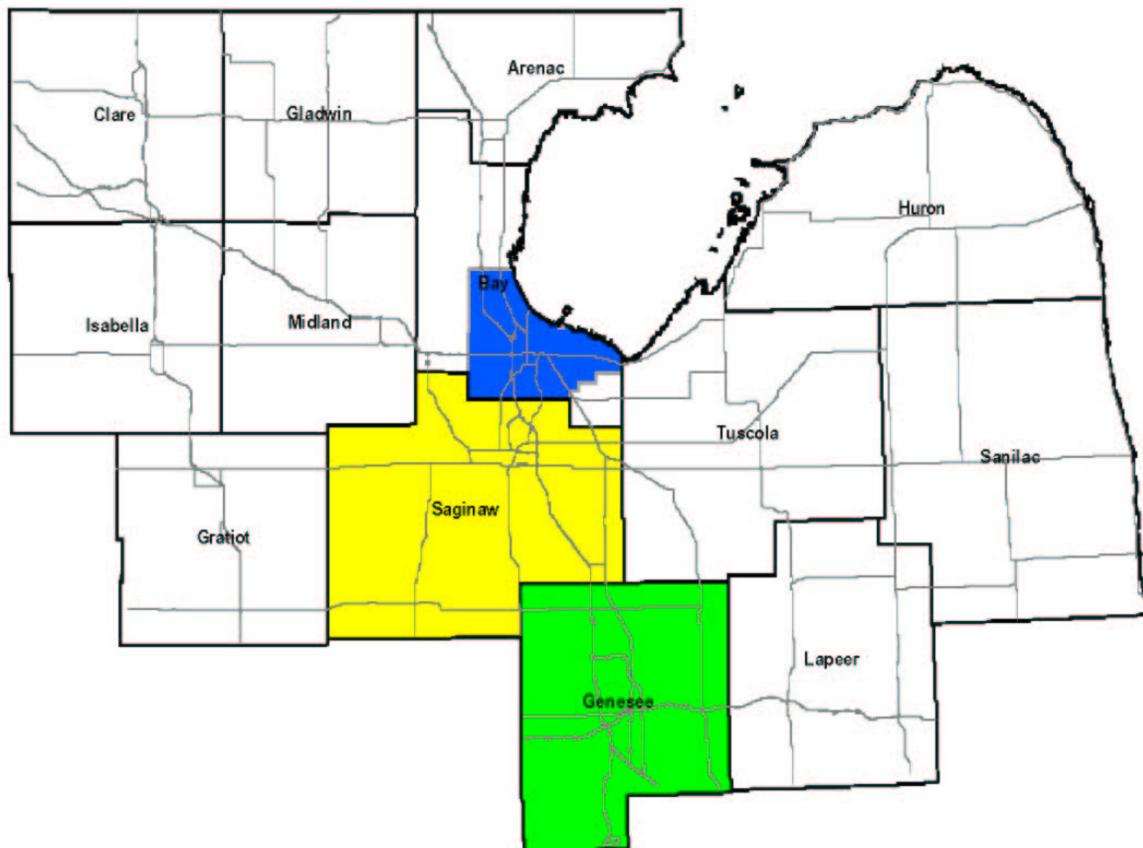
Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained within the Grand Rapids and Muskegon County non-attainment areas consisting of Ottawa, Kent, and Muskegon Counties.

LRP and TIP conformity is also dependent on the aggregate of emissions from Kent, Ottawa, Muskegon and Allegan Counties.

METROPOLITAN PLANNING ORGANIZATIONS BAY REGION



Metropolitan Planning Organizations

- Bay City Area Transportation Study
- Genesee County Metropolitan Planning Commission
- Saginaw Metropolitan Area Transportation Study

0 9 18 27
Miles

Bay City Area Transportation Study

MPO Planning Boundary

Bay City and Essexville plus seven surrounding townships including Bangor, Kawkawlin, Monitor, Frankenlust, Fraser, Portsmouth, and Hampton Townships.

Urbanized Area

The Urbanized area consists of the cities of Bay City and Essexville plus all of Bangor Township, and parts of Hampton, Portsmouth, Frankenlust, Fraser, Monitor and Kawkawlin Townships.

Address

Bay County Transportation Planning Department
515 Center Avenue, Suite 505
Bay City, MI 48708-5126
Phone: 989-895-4110
Fax: 989-895-4068

Web site

http://www.co.bay.mi.us/bay/home.nsf/Public/Transportation_Planning_Division.htm

Documents

BCATS 2027 Transportation Plan

http://www.co.bay.mi.us/bay/home.nsf/Public/Transportation_Planning_Division.htm

FY 2006-2008 Transportation Improvement Program

http://www.co.bay.mi.us/bay/home.nsf/Public/Transportation_Planning_Division.htm

Air Quality Conformity

The MPO is designated as in-attainment for eight-hour ozone.

The MPO is attainment/maintenance for one-hour ozone, redesignated under minimal maintenance requirements.

Genesee County Metropolitan Planning Commission

MPO Planning Boundary

Genesee County

Urbanized Area

The Urbanized area consists of all of Genesee County excluding all of Montrose and Forest Townships and parts of Argentine, Gaines, Mundy, Atlas, Clayton, Davison, Richfield, Genesee, Flushing, Mt. Morris, Vienna, Thetford Townships.

Address

1101 Beach Street, Room 223
Flint, MI 48502-1470
Phone: 810-257-3010
Fax: 810-257-3185

Web site

<http://www.co.genesee.mi.us/gcmnpc-plan/>

Documents

Flint-Genesee County 2030 Long-Range Transportation Plan
<http://www.co.genesee.mi.us/gcmnpc-plan/>
Transportation Improvement Program FY 2006-2008
<http://www.co.genesee.mi.us/gcmnpc-plan/>

Air Quality Conformity

The MPO is designated as non-attainment for eight-hour ozone and maintenance for one-hour ozone under minimal maintenance.

The MPO is contained in the Flint non-attainment area consisting of Genesee and Lapeer Counties.

LRP and TIP conformity is also dependent on aggregate of emissions from Genesee and Lapeer Counties.

Saginaw Metropolitan Area Transportation Study

MPO Planning Boundary

Saginaw County

Urbanized Area

The Urbanized area consists of the cities of Saginaw and Zilwaukee, and all of Saginaw Township plus parts of Titabawassee, Kochville, Buena Vista, Bridgeport, Carrollton, James, Saginaw, Spaulding and Thomas Townships.

Address

Saginaw County Metropolitan Planning Commission

111 South Michigan Avenue, Lower Level

Saginaw, MI 48602

Phone: 989-797-6800

Fax: 989-797-6809

Web Site

<http://www.saginawcounty.com/SCPlanning/smats.htm>

Documents

2002 – 2027 Long-Range Transportation Plan

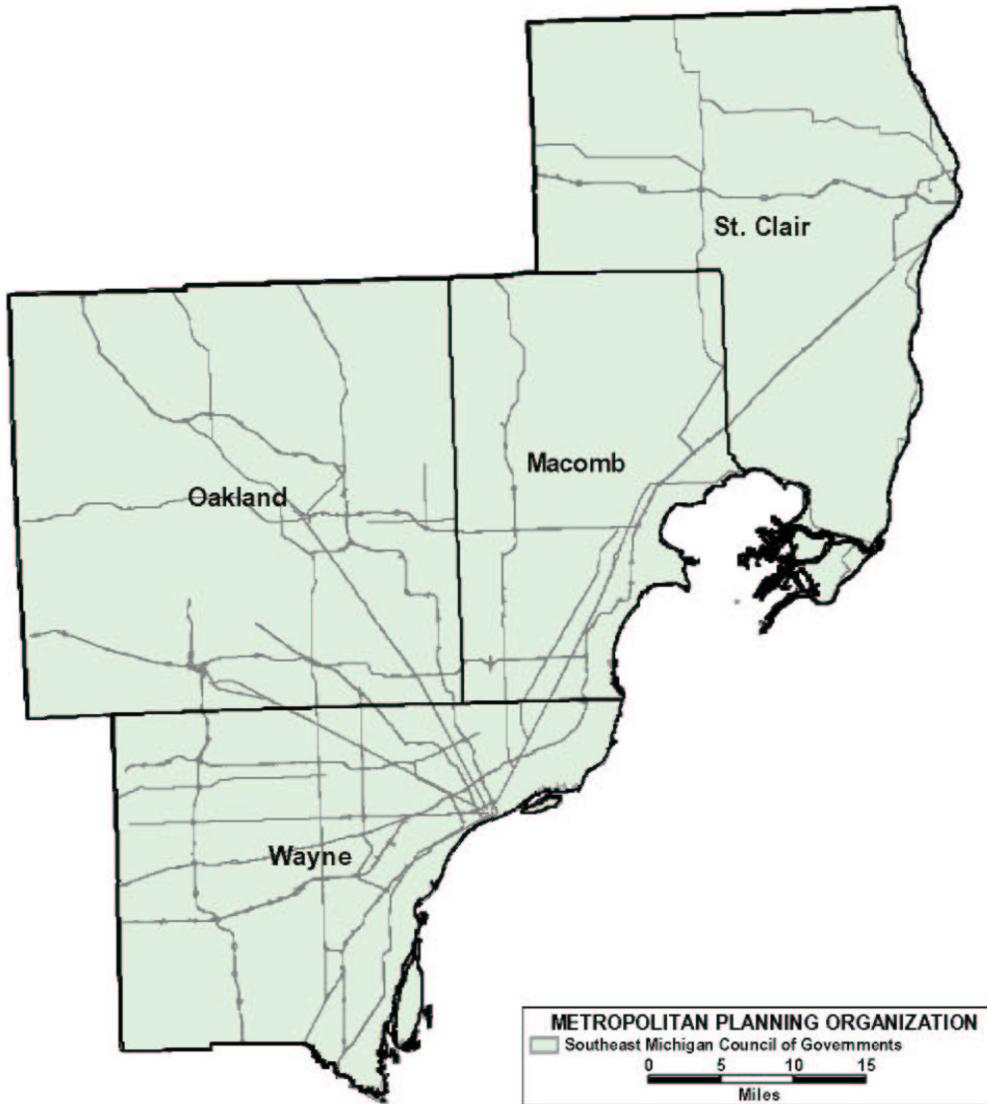
Transportation Improvement Program FY 2006 – FY 2008

Air Quality Conformity

The MPO is designated as in-attainment for eight-hour ozone.

The MPO is attainment/maintenance for one-hour ozone, redesignated under minimal maintenance requirements.

METROPOLITAN PLANNING ORGANIZATIONS METRO REGION



Southeast Michigan Council of Governments

MPO Planning Boundary

Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne Counties.

Urbanized Area

Monroe County – City of Monroe and portions of Milan, Erie, Bedford, Whiteford, Lasalle, Frenchtown, Monroe, Berlin, and Rainsinville Townships.

Livingston County– Cities of Brighton and Howell plus parts of Hartland, Brighton, Green Oak, Hamburg, Putnam, Genoa, Marion, Howell, and Oceola Townships.

Macomb County– The entire county except for parts of Bruce, Armada, Richmond, Washington, Ray, Lenox, Macomb, Chesterfield, and Shelby Townships.

Oakland County – The entire county except for parts of Holly, Brandon, Green Oak, Groveland, Oxford, Rose, Springfield, Independence, Oakland, Highland, Milford, and Lyon Townships.

Wayne County – The entire county except parts of Canton and Sumpter Townships.

Address

Southeast Michigan Council of Governments
535 Griswold Street, Suite 300
Detroit, MI 48226-3602
Phone: 313-961-4266
Fax: 313-961-4869

Web Site

<http://www.semCog.org/> or infoservices@semCog.org

Documents

2030 Regional Transportation Plan for Southeast Michigan
www.semCog.org/TranPlan/TIPonline/index.htm

SEMCOG Transportation Improvement Program FY 2006-2008
www.semCog.org/TranPlan/TIPonline/index.htm

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Detroit-Ann Arbor non-attainment area consisting of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, Wayne, and Lenawee Counties.

Study areas within the MPO include:

1. Washtenaw Area Transportation Study; and
2. St. Clair County Transportation Study.

Washtenaw Area Transportation Study

Planning Area

The transportation study area includes all of Washtenaw County plus the townships of Van Buren, Canton, and Sumpter Townships in Wayne County and the City and township of Milan in Monroe County.

Urbanized Area

The Urbanized area consists of the cities/villages of Ann Arbor, Ypsilanti, Saline, and Barton Hills and all of Ypsilanti, Pittsfield, Townships, plus parts of Salem, Superior, York, Saline, Lodi, Scio, Lima, Dexter, Webster, and Northfield Townships in Washtenaw County; plus the City of Belleville and parts of Van Buren, Canton, and Sumpter Townships in Wayne County.

Address

705 North Zeeb Road
Ann Arbor, MI 48103
Phone: 734-994-3127
Fax: 764-994-3129

Web site

<http://www.miwats.org/>

Documents

2030 Long-Range Transportation Plan for Washtenaw County
<http://www.miwats.org/>

WATS Transportation Improvement Program FY 2006-2008
<http://www.miwats.org/>

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Detroit-Ann Arbor non-attainment area consisting of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, Wayne, and Lenawee Counties.

St. Clair County Transportation Study

Planning Boundary

The transportation study area includes all of St. Clair County.

Urbanized Area

The Urbanized area consists of the cities/villages of Port Huron, Marysville, St. Clair, Marine City, and Lexington plus parts of Clyde, Kimball, St. Clair, China, Columbus, and Cottrellville Townships.

Address

St. Clair County Metropolitan Planning Commission
200 Grand River Avenue
Suite 202
Port Huron, MI 48060
Phone: 810-989-6950
Fax: 810-966-2542

Web site

<http://www.stclaircounty.org/>

Documents

2030 Long-Range Transportation Plan for St. Clair County
http://www.stclaircounty.org/offices/metro/trans_docs.asp

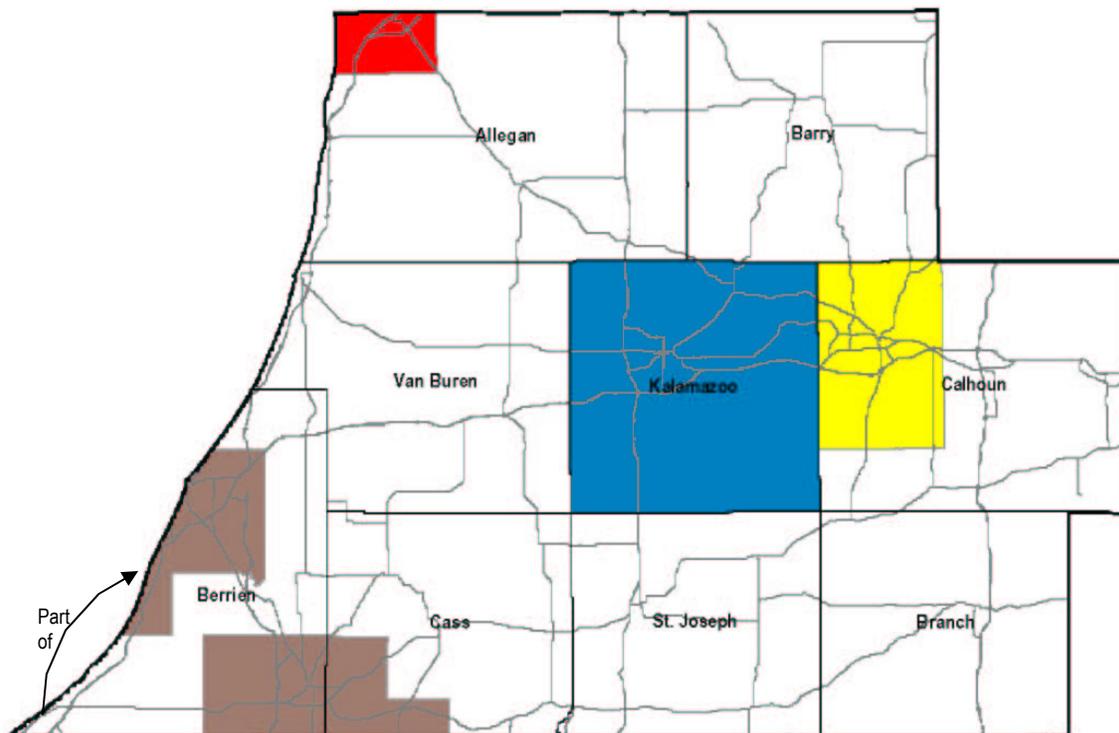
SCCOTS Transportation Improvement Program FY 2006-2008
http://www.stclaircounty.org/offices/metro/trans_docs.asp

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Detroit-Ann Arbor non-attainment area consisting of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, Wayne, and Lenawee Counties.

METROPOLITAN PLANNING ORGANIZATIONS SOUTHWEST REGION



Metropolitan Planning Organizations

- Battle Creek Area Transportation Study
- Kalamazoo Area Transportation Study
- Macatawa Area Coordinating Council
- Southwestern Michigan Commission (Niles-Buchanan-Cass Area Transportation Study & Twin Cities Area Transportation Study)

0 8 16 24
Miles

Battle Creek Area Transportation Study

MPO Planning Boundary

The MPO planning area includes the cities/villages of Battle Creek, Springfield, and Bedford plus the townships of Battle Creek, Bedford, Pennfield, Emmett, Leroy, and Newtown Townships.

Urbanized Area

The Urbanized area consists of the cities/villages of Battle Creek, Springfield, and Bedford plus parts of Battle Creek, Bedford, Pennfield, Emmett, Newton and Leroy Townships.

Address

Springfield Municipal Building
601 Avenue A
Springfield, MI 49015-1474
Phone: 269-963-1158
Fax: 269-963-4951

Web Site

None

Documents

2025 Transportation Plan
FY 2006-2008 Transportation Improvement Program

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Kalamazoo – Battle Creek non-attainment area consisting of Calhoun, Kalamazoo, and Van Buren counties.

LRP and TIP conformity is also dependant on Kalamazoo and Van Buren counties.

Kalamazoo Area Transportation Study

MPO Planning Boundary

Kalamazoo County

Urbanized Area

The Urbanized area consists of the cities/villages of Kalamazoo, Portage, Parchment, Comstock, Vicksburg, Galesburg, Richland and Schoolcraft, plus parts of Cooper, Richland, Ross, Charleston, Comstock, Pavilion, Brady, Schoolcraft, Texas, and Oshtemo Townships.

Address

3801 E. Kilgore Road
Kalamazoo, MI 49001-5534
Phone: 269-343-0766
Fax: 269-381-1760

Web Site

<http://www.katsmpo.org/>

Documents

2025 Transportation Plan
<http://www.katsmpo.org/>

FY 2006-2008 Transportation Improvement Program
<http://www.katsmpo.org/>

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Kalamazoo – Battle Creek non-attainment area consisting of Calhoun, Kalamazoo, and Van Buren Counties.

LRP and TIP conformity is also dependent on Calhoun and Van Buren Counties.

Southwestern Michigan Commission

MPO Planning Boundary

Berrien, Cass and Van Buren Counties

Address

185 East Main Street, Suite 701

Benton Harbor, MI 49022

Phone: 269-925-1137

Fax: 269-925-0288

Web Site

<http://www.swmpc.org>

Documents

Long-Range Transportation Plan 2005-2030

<http://www.swmpc.org>

FY 2006-2008 Transportation Improvement Program

<http://www.swmpc.org>

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Benton Harbor non-attainment area consisting of Berrien County.

LRP and TIP conformity is also dependant on the Berrien County portion of the Niles Cass Area Transportation Study plans.

Study Areas within the MPO:

1. Niles/Buchanan/Cass Area Transportation Study (NATS) – Cities of Buchanan and Niles, Village of Edwardsburg, and six surrounding townships
2. Twin Cities Area Transportation Study (TwinCATS) - Benton Harbor, St. Joseph, and five surrounding townships (Note: TwinCATS is also responsible for a portion of the Michiana MPO (Indiana) that extends into Michigan and includes the Village of Grand Beach and a portion of New Buffalo Township.)

Twin Cities Area Transportation Study

Transportation Study Planning Boundary

The Transportation Study planning area includes the cities/villages of Benton Harbor, St. Joseph, Shoreham, Stevensville and Bridgman plus the townships of Benton, Sodus, Royalton, Lincoln, St. Joseph, and Lake Townships.

Urbanized Area

The Urbanized area consists of the cities/villages of Benton Harbor, St. Joseph, Shoreham, Stevensville and Bridgman plus the entire township of St. Joseph and parts of Benton, Sodus, Royalton, Lincoln, and Lake Townships.

Note: The MPO is also responsible for a portion of the Michiana MPO (Indiana) that extends into Michigan and includes the Village of Grand Beach and a portion of New Buffalo Township.

Address

185 East Main Street, Suite 701

Benton Harbor, MI 49022

Phone: 269-925-1137

Fax: 269-925-0288

Documents

Long Range Transportation Plan 2005-2030

http://www.swmicomm.org/SWMC/TWINCATS_LRP_2030_final_2005.pdf

FY 2006-2008 Transportation Improvement Program

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Benton Harbor non-attainment area consisting of Berrien County.

LRP and TIP conformity is also dependant on the Berrien County portion of the Niles Cass Area Transportation Study plans.

Niles Cass Area Transportation Study

Transportation Study Planning Boundary

The transportation study area includes the cities of Niles, and Buchanan, and the townships of, Buchanan, Bertrand and Niles in Berrien County plus the village of Edwardsburg and townships of Howard, Ontwa, Milton in Cass County.

Urbanized Area

The Urbanized area consists of the Cities of Niles and Buchanan, and parts of Buchanan, Niles, and Bertrand townships in Berrien County plus Edwardsburg and parts of Ontwa and Howard Townships in Cass County.

Address

185 East Main Street, Suite 701
Benton Harbor, MI 49022
Phone: 269-925-1137
Fax: 269-925-0288

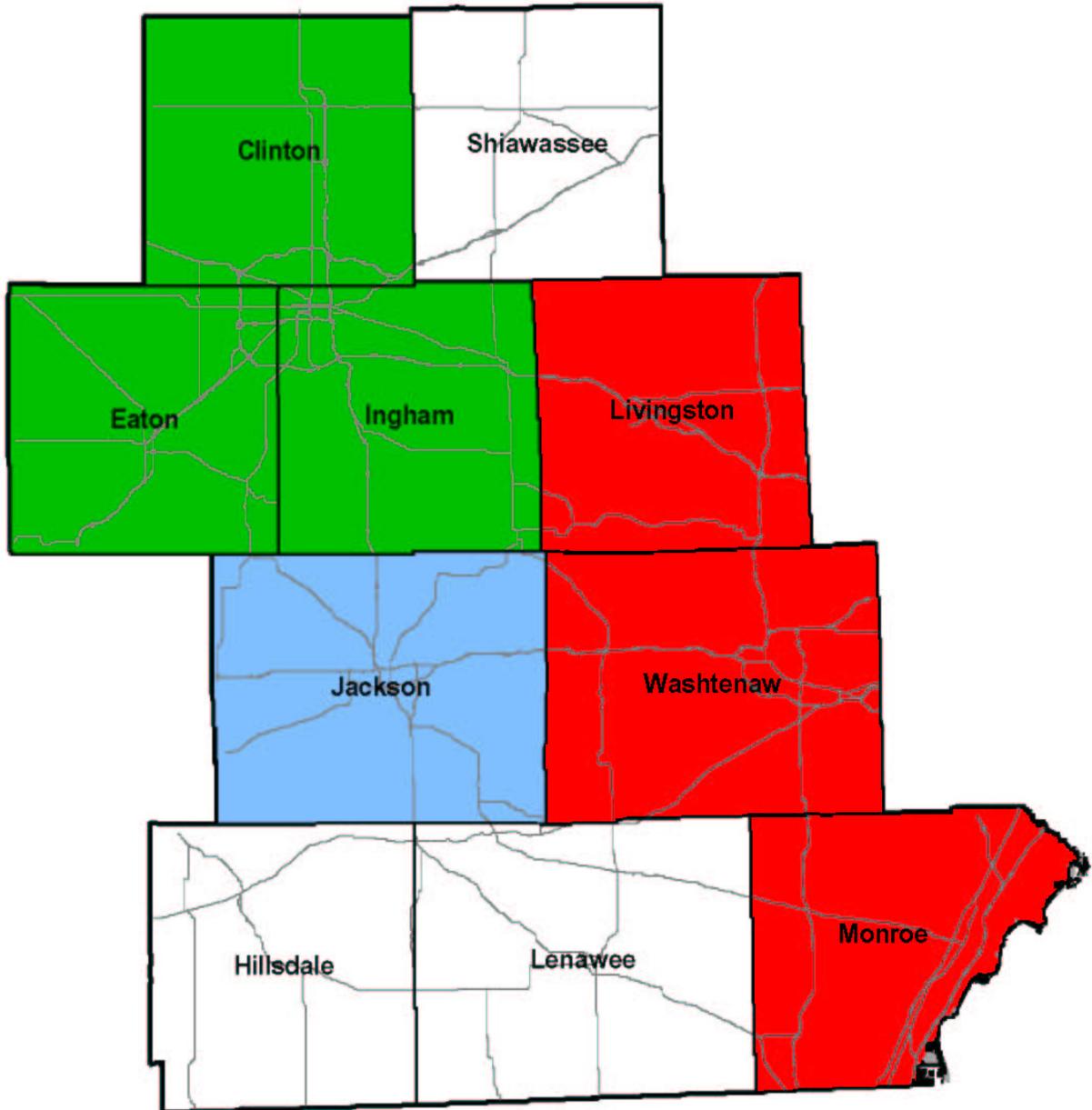
Documents

Long Range Transportation Plan 2005-2030
<http://www.swmicomm.org/SWMC/NATS%202030%20LRP%20sk%20final%202005.pdf>
FY 2006-2008 Transportation Improvement Program

Air Quality Conformity

The MPO is designated as non-attainment
The MPO is contained in the Benton Harbor non-attainment area consisting of Berrien County.
LRP and TIP conformity is also dependant on the Berrien County portion of the Twin Cities Area Transportation Study plans.

METROPOLITAN PLANNING ORGANIZATIONS UNIVERSITY REGION



METROPOLITAN PLANNING ORGANIZATIONS

- Region 2 Planning Commission
- Southeast Michigan Council of Governments
- Tri-County Regional Planning Commission

0 7 14 21
Miles

Region 2 Planning Commission

MPO Planning Boundary

Jackson County

Urbanized Area

The Urbanized area consists of the Cities of Jackson and Brooklyn plus parts of Rives, Blackman, Leoni, Napoleon, Summit, Spring Arbor, Columbia, Norvell and Sandstone Townships.

Address

Jackson County Tower Building
120 W. Michigan Avenue, 9th Floor
Jackson, MI 49201
Phone: 517-788-4426
Fax: 517-788-4635

Web Site

<http://www.region2planning.com/>

Documents

2025 Long-Range Transportation Plan
Transportation Improvement Program, FY 2006, 2007, and 2008

Air Quality Conformity

The MPO is designated as in-attainment.

Tri-county Regional Planning Commission

MPO Planning Boundary

Clinton, Eaton and Ingham Counties

Urbanized Area

The urban area consists of the cities/villages of Lansing, East Lansing, Okemos, and Mason; the entire townships of Lansing, and Meridian plus parts of Delhi, Alaiedon, Vevay and Williamston Townships in Ingham County; the cities/village of Grand Ledge, and Dimondale plus parts of Delta, Oneida, and Windson, Windsor, Delta, and Oneida townships in Eaton County; the city of Dewitt and parts of Watertown, DeWitt, and Bath townships in Clinton County.

Address

913 W. Holmes Road, Suite 201
Lansing, MI 48910
Phone: 517-393-0342
Fax: 517-393-4424

Web Site

<http://www.tri-co.org/>

Documents

Regional 2030 Transportation Plan
2006-2008 Transportation Improvement Program

Air Quality Conformity

The MPO is designated as non-attainment.

The MPO is contained in the Lansing-East Lansing non-attainment area consisting of Clinton, Eaton, and Ingham Counties.

MICHIGAN PLANNING REGIONS

Southeast Michigan Council of Governments (SEMCOG)

Region Planning Boundaries

The region planning area includes all of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne Counties.

Address

Southeast Michigan Council of Governments
535 Griswold Street, Suite 300
Detroit, MI 48226-3602
Phone: 313-961-4266
Fax: 313-961-4869

Web Site

<http://www.semcog.org/> or infoservices@semcog.org

Region II Planning Commission

Region Planning Boundaries

The region planning area includes all of Jackson, Hillsdale and Lenawee Counties.

Address

Jackson County Tower Building
120 W. Michigan Avenue, 9th Floor
Jackson, MI 49201
Phone: 517-788-4426
Fax: 517-788-4635

Web Site

<http://www.region2planning.com/>

Southcentral Michigan Planning Council

Region Planning Boundaries

The region planning area includes all of Barry, Kalamazoo, Calhoun, St. Joseph, and Branch Counties.

Address

P.O. Box 2137, 576 Romence
Portage, Michigan 49081
Phone: 269-323-0045
Fax: 269-323-1544

Web Site

smpc@net-link.net

Southwestern Michigan Commission

Region Planning Boundaries

The region planning area includes all of Berrien, Cass and Van Buren Counties.

Address

185 East Main Street, Suite 701
Benton Harbor, MI 49022
Phone: 269-925-1137
Fax: 269-925-0288

Web Site

<http://www.swmpc.org>

GLS Region V Planning and Development Commission

Region Planning Boundaries

The region planning area includes all of Genesee, Lapeer, and Shiawassee Counties.

Address

1101 Beach Street, Room 223

Flint, MI 48502-1470

Phone: 810-257-3010

Fax: 810-257-3185

Web Site

Tri-County Regional Planning Commission

Region Planning Boundaries

The region planning area includes all of Clinton, Eaton and Ingham Counties.

Address

913 W. Holmes Road, Suite 201

Lansing, MI 48910

Phone: 517-393-0342

Fax: 517-393-4424

Web Site

<http://www.tri-co.org/>

East Central Michigan Planning and Development Regional Commission

Region Planning Boundaries

The region planning area includes all of Roscommon, Ogemaw, Iosco, Clare, Gladwin, Arenac, Bay, Isabella, Midland, Gratiot, Saginaw, Huron, Tuscola, and Sanilac Counties.

Address

3144 Davenport Avenue, Suite 200
Saginaw, Michigan 48602-3494
Phone: 989-797-0800
Fax: 989-797-0896

Web Site

www.ecmpdr.org

West Michigan Regional Planning Commission

Region Planning Boundaries

The region planning area includes all of Osceola, Mecosta, Montcalm, Ottawa, Kent, Ionia, and Allegan Counties.

Address

820 Monroe NW, Suite 214
Grand Rapids, Michigan 49503
Phone: 616-774-8400
Fax: 616-774-0808

Web Site

www.wmrpc.org

Northeast Michigan Council of Governments

Region Planning Boundaries

The region planning area includes all of Cheboygan, Presque Isle, Otsego, Montmorency, Alpena, Crawford, Oscoda, and Alcona Counties.

Address

121 East Mitchell, P.O. Box 457
Gaylord, Michigan 49735
Phone: 989-732-3551
Fax: 989-732-5578

Web Site

www.nemcog.org

Northwest Michigan Council of Governments

Region Planning Boundaries

The region planning area includes all of Emmet, Charlevoix, Antrim, Leelanau, Benzie, Grand Traverse, Kalkaska, Manistee, Wexford, and Missaukee Counties.

Address

P.O. Box 506 2194 Dendrinis Drive
Traverse City, Michigan 49685-0506
Phone: 231-929-5000
Fax: 231-929-5012

Web Site

www.nwm.org

Eastern Upper Peninsula Planning and Development Regional Commission

Region Planning Boundaries

The region planning area includes all of Luce, Mackinac and Chippewa Counties.

Address

P.O. Box 520, 524 Ashmun
Sault Ste. Marie, Michigan 49783
Phone: 906-635-1581
Fax: 906-632-4255

Web Site

N/A

Central Upper Peninsula Planning and Development Regional Commission

Region Planning Boundaries

The region planning area includes all of Marquette, Alger, Schoolcraft, Dickinson, Delta, and Menominee Counties.

Address

2415 14th Avenue South
Escanaba, Michigan 49829
Phone: 906-786-9234
Fax: 906-786-4442

Web Site

cuppad@chartermi.net

Western Upper Peninsula Planning and Development Regional Commission

Region Planning Boundaries

The region planning area includes all of Keweenaw, Houghton, Ontonagon, Baraga, Gogebic, and Iron Counties.

Address

P.O. Box 365, 326 Sheldon Avenue
Houghton, Michigan 49931
Phone: 906-482-7205
Fax: 906-482-9032

Web Site

West Michigan Shoreline Regional Development Commission

Region Planning Boundaries

The region planning area includes all of Mason, Lake, Oceana, Newaygo, and Muskegon Counties.

Address

316 Morris Avenue, Suite 340, P.O. Box 387
Muskegon, MI 49443-0387
Phone: 231-722-7878
Fax: 231-722-9362

Web site

<http://www.wmsrdc.org>



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for economic benefit and improved quality of life*

