

FY 2014

**APPLICATION INSTRUCTIONS
FOR
MICHIGAN TRIBAL GOVERNMENT GRANT
PROGRAM**

**ADMINISTERED BY
OFFICE OF PASSENGER TRANSPORTATION**



Effective October 1, 2013 - September 30, 2014

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I. PROGRAM DESCRIPTION

The Michigan Department of Transportation's (MDOT) Office of Passenger Transportation (OPT) is providing the Michigan Tribal Government Grant Program (Tribal Program) to enhance current tribal transit programs and future transit initiatives to ensure everyone has transportation to meet basic mobility needs. The program provides Federal Transit Administration (FTA) Section 5311 funding to assist transportation services in nonurbanized areas providing for maximum feasible coordination with existing transportation providers. A grant application can request between \$20,000 and \$300,000 in Section 5311 funds; however, grants over \$200,000 seem unlikely if MDOT receives several applications.

If you need assistance with your application or developing a service plan, please contact your OPT Project Manager. OPT project managers are listed by county on page 7. If your service area covers more than one county you should use your Tribal Government's mailing address to determine the county.

If needed, this application instructions will be made available in alternative formats, such as Braille, large print, audio tape, or compact disc.

Eligible Applicants

Federally-recognized Tribal Governments in Michigan. Although non-federally recognized Tribal Governments are also eligible, there is no state process in place to recognize or certify other Tribal Governments in Michigan.

Eligible Projects

1. Operating Assistance

Federal funds provided to reimburse eligible operating expenses as defined by promulgated manuals such as the FY 2014 Local Public Transit Revenue and Expense Manual (R&E Manual) and the Office of Management and Budget circular A-87, Cost Principles for State, Local and Indian Tribal Governments. To view the R&E Manual, go to OPT's web page at www.michigan.gov/mdotptd, under "Resources," "Audit/Accounting Information." The circular A-87 can be found at: http://www.whitehouse.gov/omb/circulars_a087_2004/. Examples of eligible operating assistance expenses include salaries, fringe benefits, supplies, fuel, and insurance.

Tribes may provide the service directly or contract with an existing transit agency or private provider. The FTA Section 5311 funds are eligible for up to 50 percent of net deficit. Net deficit is total operating expenses minus farebox. If awarded, the service must be in operation for a minimum of one year. There is no obligation on either MDOT or the Tribal Government to continue the service beyond the first year.

2. Capital Assistance

Federal funding assistance for capital items include, but are not limited to, replacement and expansion buses, rehabilitation of existing buses, equipment for communication,

maintenance and/or operational support, facility construction and renovations and mobility management.

Tribal Governments can procure, own and operate the capital item, or they may lease/provide the capital item to an existing transit agency or private provider. FTA Section 5311 capital funds may not exceed 80% of the total project cost. If awarded, the obligation will be to make use of the capital item for rural transit service for the duration of its useful life. (See Appendix 1 for replacement schedule). Items under \$300 are not eligible for capital assistance.

Vehicle prices should be budgeted at anticipated market prices as indicated in Appendix 2.

3. Planning Assistance

FTA funds are available to develop a service plan. A service plan describes the type of service such as fixed route or demand response, who will provide the service, the targeted population, time of day/days of the week the service should run, estimated ridership, a brief analysis of the existing service in the area and how the proposed service would coordinate and compliment the existing service, a list of the capital needed to provide the proposed service, and an estimated operating budget.

The study may be conducted in-house, or a consultant could be hired to develop the plan. FTA funds are eligible for up to 80% of the cost. There is no future obligation by the tribe or MDOT to implement the plan. If implementation is desirable, the Tribal Government can apply for capital and/or operating assistance in subsequent years.

Application Alternatives

A Tribal Government could apply for Planning this year and then next year apply for Operating and/or Capital. However, a professionally prepared plan is not needed to make an application for operating and/or capital. A Tribal Government may apply for both Capital and Operating. There is no disadvantage to applying for both.

Local Match

All of these FTA assistance projects require a local match. Operating assistance requires a 50% match of the net deficit. Both Capital and Planning requires a 20% match. Tribal Governments will need to demonstrate their ability to match any requests. Indian Reservation Road (IRR) funds may be able to be used as match. For information regarding IRR funds, go to: <http://flh.fhwa.dot.gov/programs/irr/>.

Future Federal Requirements

Once federal funds have been awarded, the following federal requirements will need to be implemented:

- Procurement regulations
- Americans with Disability Act
- Drug and Alcohol regulations
- Civil Rights

- Continuing Control of Federally Funded Assets
- Quarterly reporting
- Preventive Maintenance Plan

Some of these federal requirements may include documents or plans that require MDOT's approval.

II. APPLICATION REQUIREMENTS

A. Required Application Forms

The following application forms can be found on OPT's web page, at www.michigan.gov/mdotptd, under "Resources," "Applications & Forms." Complete the forms and mail to your OPT project managers at the address on P. 7 of this application instructions document. You will need to mail the "Sub-Recipient Application for Certification of Title VI and EEO Compliance and Assurance" form to the MDOT's Equal Employment Opportunity (EEO) Officer directly. See below for instructions.

Project Summary – Tribal Program

This form requires specific information on the project. Provide Letter(s) of Support from local transit agencies and/or local coordination committees.

Budget Data

This form is required for capital and operating projects only. The form lists the anticipated revenues and expenses associated with the service. The information provided in the form must be related to your transportation program and the budget must be balanced. The completed form will help MDOT to determine if you have the financial capacity to implement the requests.

Vehicle Inventory

This form is required for applicants applying for vehicle purchases and/or operating projects (if the applicant is planning to provide the transportation services themselves). List all vehicles to be used for public transportation.

Contract Clauses Certification

Contract clauses certify compliance with federal requirements. It is an annual certification process, and the clauses are referenced in the MDOT contracts but not attached. The form must be signed by an authorized signer of your contract and returned to MDOT. Obtain and review the set of clauses from OPT's website at <http://www.michigan.gov/mdotptd>, under "Resources," "Applications & Forms."

FTA Certification and Assurances

A list of the certifications and assurances is available by clicking on the link at the top of the form or through accessing the OPT's website at <http://www.michigan.gov/mdotptd>, under "Resources," "Applications & Forms." This list details the requirements of Federal Transit Administration (FTA) programs. Obtain and review the set of Certifications and Assurances for FTA Assistance, complete and return the signed form to MDOT.

Section 5333(b) Labor Warranty

The warranty is a certification required by Federal Transit Law which protects transit employees who may be affected by Federal transit funding. The law requires employee protections be in place and certified by the Department of Labor before Federal transit funds may be released to a transit provider.

Completion of the form requires a list of the unions representing your employees, the third party transportation provider that you hire to perform public transportation services and their union representation, and a list of other surface transportation providers serving the general public, including public agencies, private providers, and/or non-profit providers and their union representation within your jurisdictional service area. You may need to use resources such as the Yellow Pages to locate other providers and contact those providers for union information.

Note: Please do not include school bus transportation providers and their unions on the Section 5333(b) Labor Warranty form.

Certification of Local Match for Section 5311 Tribal Program Application

This form identifies and certifies that local match is guaranteed for all requests.

Note: Farebox cannot be used as local match for Operating assistance.

Title VI Information

Title VI of the Civil Rights Act of 1964 is the Federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive Federal financial assistance.

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of minorities to gain equal access to services and programs. Among other things, in operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny program services, aids, or benefits;
- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or
- Segregate or separately treat individuals in any matter related to the receipt of any service, aid, or benefit.

Organizations must ensure that the level and quality of service will be provided without regard to race, color or national origin and that there is not a disparate impact on groups protected by Title VI of the Civil Rights Act of 1964 and the related statutes and regulations. This is especially important if the same service has been provided for several years and demographic changes may have occurred in your community or if service changes have been made.

Provide response to the following:

1. List any active lawsuits or complaints naming the applicant that allege discrimination based on race, color or national origin with respect to service or other transit benefits.

2. Summarize all civil rights compliance review activities conducted with regard to your transportation program.
3. Has your Title VI Coordinator/EEO Officer changed during the reporting period or since your last Title VI Plan was approved? If yes, please provide the name and contact information for the new coordinator/EEO Officer.
4. Has your organization had any projects and/or service changes that have Title VI, Limited English Proficiency (LEP), or Environmental Justice (EJ) impacts? If yes, please complete the following items:
 - a. Provide a brief description of these projects/service changes.
 - b. What did you do to ensure that populations affected by the project and or service change had meaningful access to and involvement in the development process?
 - c. What is the number or percentage of LEP or EJ populations affected by the project and/or service change?
5. During this reporting period, how were your employees educated about Title VI and their responsibility to ensure non-discrimination in any of your programs, services, or activities?

Note: For information regarding LEP and EJ, see FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients”, at http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf , and FTA Circular 4703.1, “Environmental Justice Policy Guidance for Federal Transit Administration Recipients”, at http://www.fta.dot.gov/documents/FTA_EJ_Circular_7.14-12_FINAL.pdf.

For related information, refer to FTA’s Title VI Guidance page, at http://www.fta.dot.gov/about_FTA_11704.html

Sub-Recipient Application for Certification of Title VI and EEO Compliance and Assurance

This form assures the state that your agency is in compliance with Title VI and EEO requirements. If you have any questions concerning Title VI and EEO compliance, call MDOT’s EEO Officer at (517) 373-0980.

Submit the complete application to MDOT’s EEO Officer at the address shown in the form and provide a copy to your project manager.

Note: The Sub-Recipient Application for Certification of Title VI and EEO Compliance and Assurances form is required only for new applicant and/or applicant that has changed their legal name.

B. Other Requirements

Proof of Public Notice

The application(s) must be made available to the public for review and comment. The public notice must be shown in major newspapers of service area and must invite comment. A minimum of 30 days' response time must be provided.

The following information must be included in the public notice:

- Applicant name - Provide the name of the Tribal Government making the application to MDOT.
- Funding amount - Identify total amount for which the applicant is submitting the application.
- Capital description - Identify specific capital items being requested.
- Public review and comment - Indicate where the application(s) can be reviewed or how a copy may be obtained. Include the period of time the document(s) will be available for review and how comments may be submitted to the applicant. If requested, a public hearing must be scheduled.
- Title VI Information – Indicate applicant's compliance with the Title VI requirement.

Mail a copy of the published public notice and all comments received to MDOT.

Note: While you may use a different format than the sample we provide, you must ensure that all the four elements as stated above are included in the public notice.

TIP (for Tribal Governments in urbanized areas only)

Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.

If you are in an urbanized area, you will need to contact your MPO for the inclusion of your proposed projects in the TIP. Ensure that the dollar amount and project descriptions are consistent between your application submittal and the TIP. Provide to your OPT project manager the TIP page(s) in which the projects are listed to assist with their review of your application.

For contact information of your MPO, see Appendix 3, MPO Map and Contacts.

III. REVIEW/SELECTION CRITERIA

MDOT will review and evaluate all applications utilizing the following criteria:

- Vehicles and equipment must meet the replacement schedule in Appendix 1 by October 1, 2013
- Financial/Local commitments for match
- The request helps meet the transportation needs in the service area
- Completeness of Application and Certifications

Projects applied for through the tribal assistance program will be selected through a statewide competitive review process. If there are insufficient funds for all eligible projects that have met the above criteria, contracts will be awarded based on the following priorities:

- First priority is the continuation of existing service funded through a Tribal Transit Program (operating or capital)
- Second priority will be to expand on current service or start new service (operating, capital or planning). The need for expansion service will be evaluated in terms of:
 - Level of existing public transit in service area of proposed new service
 - Level of coordination with other transit providers in service area of proposed new service

OPT will provide comments and recommendations to the applicant within 30 days after an application is received.

Mail complete application to the appropriate OPT project manager at the address below by **March 1, 2013**. Applications received after this date may not be considered.

OPT Project Manager

Jill Adams
Fred Featherly
Darlene Mans
Dean Peterson
Kevin Wassom

Mailing Address

Transportation Services Section
Office of Passenger Transportation
P.O. Box 30050
Lansing, Michigan 48909

Valerie Shultz

MDOT Cadillac TSC
7915 US-131 Hwy
Cadillac, MI 49601

Chuck Lindstrom

MDOT Ishpeming TSC
100 S. Westwood Drive
Ishpeming, MI 49849

**OFFICE OF PASSENGER TRANSPORTATION
PROJECT MANAGERS BY COUNTY**

<u>County</u>	<u>Project Manager</u>	<u>County</u>	<u>Project Manager</u>
Alcona	Featherly	Lake	Adams
Alger	Lindstrom	Lapeer	Adams
Allegan	Peterson	Leelanau	Shultz
Alpena	Featherly	Lenawee	Mans
Antrim	Shultz	Livingston	Busick
Arenac	Wassom	Luce	Lindstrom
Baraga	Lindstrom	Mackinac	Lindstrom
Barry	Featherly	Macomb	TBD
Bay	Wassom	Manistee	Shultz
Benzie	Shultz	Marquette	Lindstrom
Berrien	Featherly	Mason	Shultz
Branch	Featherly	Mecosta	Adams
Calhoun	Featherly	Menominee	Lindstrom
Cass	Featherly	Midland	Wassom
Charlevoix/Beaver Island	Shultz	Missaukee	Shultz
Cheboygan	Shultz	Monroe	TBD
Chippewa	Lindstrom	Montcalm	Peterson
Clare	Adams	Montmorency	Featherly
Clinton	Mans	Muskegon	Peterson
Crawford	Wassom	Newaygo	Shultz
Delta	Lindstrom	Oakland	TBD
Dickinson	Lindstrom	Oceana	Shultz
Eaton	Mans	Ogemaw	Wassom
Emmet	Shultz	Ontonagon	Lindstrom
Genesee	Adams	Osceola	Adams
Gladwin	Mans	Oscoda	Wassom
Gogebic	Lindstrom	Otsego	Wassom
Grand Traverse	Shultz	Ottawa	Peterson
Gratiot	Adams	Presque Isle	Featherly
Hillsdale	Mans	Roscommon	Wassom
Houghton	Lindstrom	Saginaw	Wassom
Huron	TBD	Sanilac	TBD
Ingham	Mans	Schoolcraft	Lindstrom
Ionia	Peterson	Shiawassee	Adams
Iosco	Wassom	St. Clair	TBD
Iron	Lindstrom	St. Joseph	Featherly
Isabella	Adams	Tuscola	TBD
Jackson	Mans	Van Buren	Featherly
Kalamazoo	Featherly	Washtenaw	TBD
Kalkaska	Shultz	Wayne	TBD
Kent	Peterson	Wexford	Shultz
Keweenaw	Lindstrom		

**Transportation Service Section
Contact Information**

Kim Johnson, Section Manager (517) 373-8796
Norma Guevara, Administrative Assistant (517) 335-2560

Andy Brush, North Unit Supervisor (517) 335-2534
Janet Geissler, South Unit Supervisor (517) 373-7134

Project Managers

Jill Adams (517) 335-2598
Fred Featherly (517) 373-0386
Darlene Mans (517) 373-8820
Dean Peterson (517) 335-2544
Kevin Wassom (517) 335-2539
Valerie Shultz (231) 775-2733 ext 309
Chuck Lindstrom (906) 485-6322 ext 139

APPENDIX 1

REPLACEMENT SCHEDULE FOR CAPITAL ITEMS (Effective October 1, 2013)

1. New Assets:

The following schedule should be used to determine the depreciable/useful life of a new asset. This schedule is not intended to be all inclusive. Depreciable/Use Life is obtained from Class Life (in years) from IRS Publication 946.

Asset Class:	Description:	Depreciable/Useful Life:
Bus: Small Body on van cut-away	Light duty chassis - less than 30 feet	Delivered Prior to 1/1/08: 5 years or 150,000 miles. Delivered on or after 1/1/08: Altoona testing
Bus: Medium Body on truck chassis/Trolleys	Medium Duty chassis - less than 30 feet	Delivered Prior to 1/1/08: 7 years or 200,000 miles. Delivered on or after 1/1/08: Altoona testing
Bus: Medium Body on truck chassis/Trolleys	Heavy duty chassis - 30 feet to 34 feet	Delivered Prior to 1/1/08: 10 years or 350,000 miles. Delivered on or after 1/1/08: Altoona testing
Bus: Large	Heavy duty chassis - 35 feet to 60 feet	Delivered Prior to 1/1/08: 12 years or 500,000 miles. Delivered on or after 1/1/08: Altoona testing
Cars, Minivans, Standard van, Van Conversion:	under 13,000 lbs. g.v.w.	4 years or 100,000 miles
Trucks	Light duty (under 13,000 lbs. g.v.w.),	4 years
Trucks	Heavy Duty (over 13,000 lbs. g.v.w.)	6 years
Office furniture and Fixtures	Desks, files, safes	10 years
Office Equipment	Copiers, Radios (digital/analog, 911, Repeater, Voice antenna, Automatic vehicle locators), fax, phones	5 years

REPLACEMENT SCHEDULE FOR CAPITAL ITEMS (cont.)

Computers and peripheral equipment:	Computers, card readers, card punches, high speed printers, mass storage units, data entry devices	6 years
Software	Costs related to the purchase of the software should be capitalized. Costs of upgrades and enhancements that enable the software to perform tasks that it was previously incapable of performing should be capitalized. Fees paid for training, conversion costs and software maintenance are to be expensed.	3 years
Maintenance Tools, Equipment	Power/hand tools, lawn mowers, snow blowers	5 years
Maintenance Equipment and Fixtures	Vehicle Hoist/Lift (four/six post life, in-ground, drive-on, scissor lift-electric or hydraulic, Transmission flush and exchange unit, Floor Sweeper/Scrubber, Pressure washer/Steam Cleaner (Hot/Cold)/Parts Cleaner/Steamer - Upholstery Cleaner, Portable/Vehicle Installed Generator, Brake Lathes/Milling Machines/Drill press/Grinders, Lubrication and Fuel Dispensing Equipment, Carbon monoxide detectors/fuel leak detectors, Roller cabinets, portable tool stands, compressors, diagnostic equipment, Tractors - Utility, Lawn & Attachments (e.g. back blades, snow blowers, mower decks.	12 years

REPLACEMENT SCHEDULE FOR CAPITAL ITEMS (cont.)

Passenger Bus Shelter		10 - 15 years
Buildings	Administration, Maintenance Garages, Cold storage building/bus shelter	40 years
Land	cannot be depreciated	0 years

2. Used Assets:

If a used asset is purchased, the transit agency must determine a useful life based on such factors as: type of construction, nature of the equipment, past usage patterns, age, mileage, and technological developments. The asset class will remain the same as listed above under new assets. Acceptable methods to determine useful life include, but are not limited to:

- i: Transit agency's independent auditor to recommend a useful life,
- ii: Manufacturer's estimated useful life,
- iii: Internal Revenue Service guidelines (IRS Publication 946),
- iv: Industry standards.

APPENDIX 2

ESTIMATED VEHICLE PRICES (Effective October 1, 2013)

Minivan

(Minimum 4 years or 100,000 miles)

6-passenger	\$22,000
6-passenger accessible with ramp	36,000

Standard Van

(Minimum 4 years or 100,000 miles)

8-passenger	20,000
12-passenger	22,000
15-passenger	24,000
12-passenger with raised roof	33,000
2-6-passenger accessible with raised roof & lift	37,000

Light-Duty, Small Bus

(Minimum 7 years or 200,000 miles)

138" wheelbase, without lift, gas engine	49,000
139" wheelbase, without lift, diesel engine	64,000
138" wheelbase, with lift, gas engine	52,000
139" wheelbase, with lift, diesel engine	68,000

Small Bus

(Minimum 7 years or 200,000 miles)

158" wheelbase, without lift, gas engine	54,000
159" wheelbase, without lift, diesel engine	70,000
158" wheelbase, with lift, gas engine	58,000
159" wheelbase, with lift, diesel engine	74,000
176" wheelbase, without lift, gas engine	56,000
177" wheelbase, without lift, diesel engine	72,000
176" wheelbase, with lift, gas engine	61,000
177" wheelbase, with lift, diesel engine	76,000

Medium Duty Bus

(Minimum 7 years or 200,000 miles)

Class One (minimum 19,500 GVWR)

26-Foot without lift, gas engine	69,000
26-Foot without lift, diesel engine	74,000
26-Foot with lift, gas engine	74,000
26-Foot with lift, diesel engine	79,000

29-Foot without lift, gas engine	71,000
29-Foot without lift, diesel engine	76,000
29-Foot with lift, gas engine	78,000
29-Foot with lift, diesel engine	83,000
32-Foot without lift, gas engine	74,000
32-Foot without lift, diesel engine	79,000
32-Foot with lift, gas engine	80,000
32-Foot with lift, diesel engine	85,000

Class Two (Diesel Only, minimum 22,000 GVWR)

26-Foot without lift	106,000
26-Foot with lift	111,000
29-Foot without lift	106,000
29-Foot with lift	114,000
32-Foot without lift	108,000
32-Foot with lift	115,000

Medium Heavy Duty Bus (Diesel Only)

(Minimum 10 years or 350,000 miles)

27-Foot without Lift	123,000
27-Foot with Lift	127,000
33-Foot without Lift	127,000
33-Foot with Lift	129,000
37-Foot without Lift	130,000
37-Foot with Lift	135,000
40-Foot without Lift	132,000
40-Foot with Lift	138,000

Heavy Duty Bus (Diesel Engine - Over 35-foot)

(Minimum 12 years or 500,000 miles)

Low floor with ramp	373,000
Low floor hybrid with ramp	541,000

Heavy Duty Articulated Bus (Diesel Engine)

(Minimum 12 years or 500,000 miles)

Low floor with ramp	466,000
Low floor with ramp	730,000

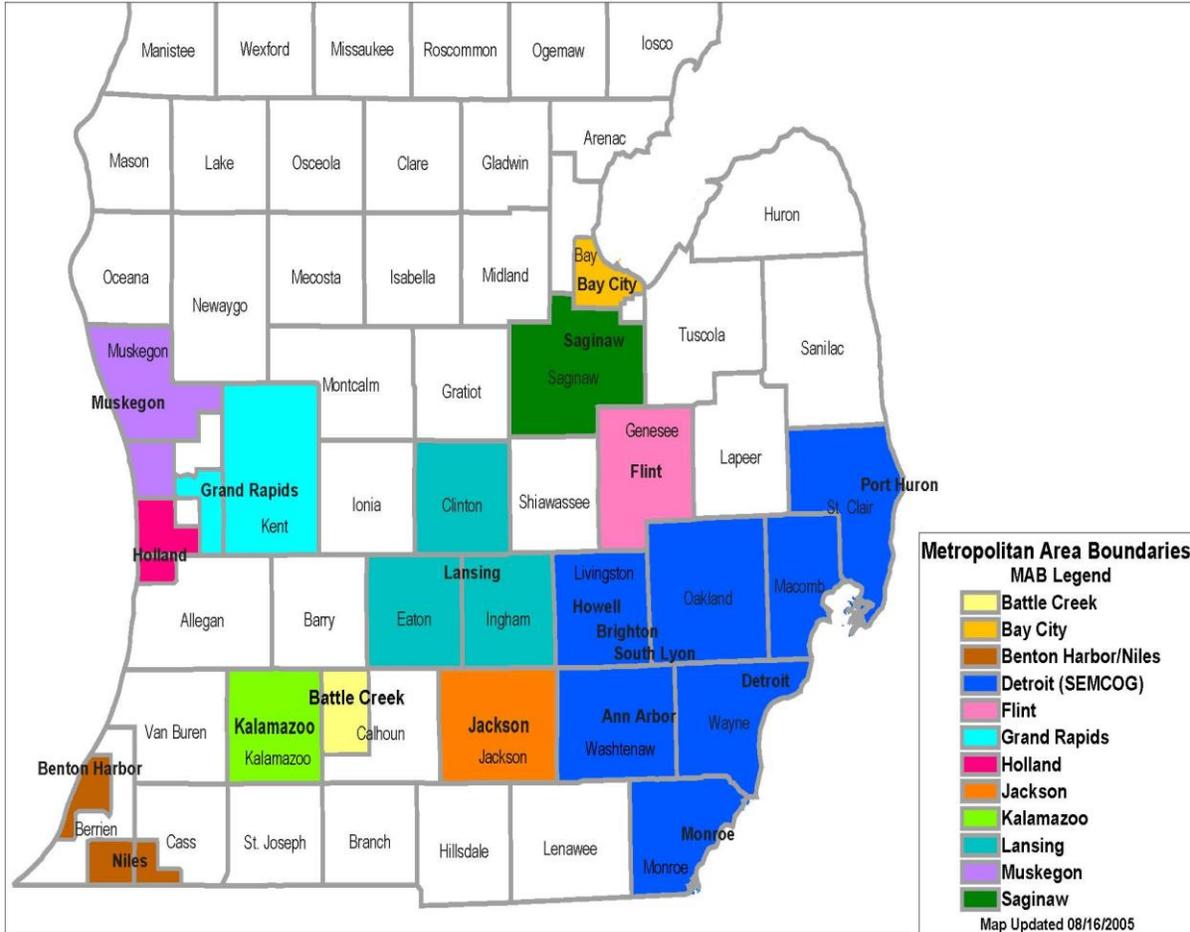
Note: Estimated bus prices are for base vehicles and do not include manufacturer options like air conditioning, auxiliary air heater systems, etc. For further information on manufacturer optional prices, they can be found on OPT's web page, at

www.michigan.gov/mdotptd, under “Procurement,” “State Vehicle Contracts and Procurement” and then review each vehicle order packet.

APPENDIX 3

METROPOLITAN PLANNING ORGANIZATIONS (MPO) MAP AND CONTACTS

For most current information, see http://www.michigan.gov/mdot/0,1607,7-151-9621_14807_14808-92943--,00.html



MPO CONTACTS

BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) (Battle Creek and six surrounding townships)

Ms. Pat Karr, Executive Director
Battle Creek Area Transportation Study
Springfield Municipal Building
601 Avenue A
Springfield, MI 49037-7799
Phone: 269-963-1158
Fax: 269-963-4951
e-mail: bcatsmpo@aol.com
Web site: <http://www.liaa.org/bcats/>
MDOT's MPO Program Manager:*
Rick Fowler, 517-335-2641

BAY CITY AREA TRANSPORTATION STUDY (BCATS) (Bay City and six surrounding townships)

Mr. Dave Engelhardt, Director
Bay County Transportation Planning Department
515 Center Avenue, Suite 504
Bay City, MI 48708-5126
Phone: 989-895-4064
Fax: 989-895-4068
e-mail: engelhardtd@baycounty.net
Web site: <http://www.baycounty-mi.gov/transportation/>
MDOT's MPO Program Manager:*
James Koenig, 517 - 373-1881

GENESEE COUNTY METROPOLITAN PLANNING COMMISSION (GCMPC) (Flint and Genesee County)

Mr. Derek Bradshaw, Principal Planner
Genesee County Metropolitan Planning Commission
1101 Beach Street, Room 223
Flint, MI 48502-1470
Phone: 810-257-3010
Fax: 810-257-3185
e-mail: dbradshaw@co.genesee.mi.us
Web site: <http://www.gcmpe.org>
MDOT's MPO Program Manager:*
Brandon Wilcox, 517-335-2948

GRAND VALLEY METROPOLITAN COUNCIL (GVMC) (Grand Rapids, Kent County and southeast Ottawa County)

Mr. Abed Itani, Transportation Director
Grand Valley Metro Council
678 Front Avenue, NW, Suite 200
Grand Rapids, Michigan 49504
Phone: 616-776-3876
Fax: 616-774-9292
e-mail: itania@gvmc.org
Web site: <http://www.gvmc.org/> TIP:
<http://www.gvmc.org/transportation/tip.shtml>

MDOT's MPO Program Manager:*
Ray Lenze, 517-335-4166

KALAMAZOO AREA TRANSPORTATION STUDY (KATS) (Kalamazoo and Kalamazoo County)

Mr. Jonathan Start, Director
Kalamazoo Area Transportation Study
3801 East Kilgore Road
Kalamazoo, MI 49001-5534
Phone: 269-343-0766
Fax: 269-381-1760
e-mail: info@katsmpo.org
Web site: <http://www.katsmpo.org/>
MDOT's MPO Program Manager:*
Rick Fowler, 517-335-2641

MACATAWA AREA COORDINATING COUNCIL (MACC) (Holland and seven surrounding townships)

Mr. Steve Bulthuis, Executive Director
Macatawa Area Coordinating Council
301 Douglas Avenue
Holland, MI 49424
Phone: 616-395-2688
Fax: 616-395-9411
e-mail: sbulthuis@the-macc.org
Web site: <http://www.the-macc.org/transportation/overview/>
MDOT's MPO Program Manager:*
Ray Lenze, 517-335-4166

REGION 2 PLANNING COMMISSION (R2PC) (Jackson and Jackson County)

Mr. Steve Duke, Executive Director
Region 2 Planning Commission
Jackson County Tower Building
120 W. Michigan Avenue, 9th Floor
Jackson, MI 49201
Phone: 517-788-4426
Fax: 517-788-4635
e-mail: sduke@co.jackson.mi.us
Web site: <http://www.region2planning.com/>
MDOT's MPO Program Manager:*
Rick Fowler, 517-335-2641

TRI-COUNTY REGIONAL PLANNING COMMISSION (TCRPC) (Lansing and Clinton, Eaton and Ingham Counties)

Ms. Susan M. C. Pigg, Executive Director
Tri-County Regional Planning Commission
3135 Pine Tree Road, Suite 2C
Lansing, MI 48911-4234
Phone: 517-393-0342
Fax: 517-393-4424
e-mail: spigg@mitcrpc.org or phamilton@mitcrpc.org
Web site: <http://www.tri-co.org/>
MDOT's MPO Program Manager:*
Rick Fowler, 517-335-2641

SAGINAW METROPOLITAN AREA TRANSPORTATION STUDY (SMATS)
(Saginaw and Saginaw County)

Mr. Doug Bell, Director
Saginaw Metropolitan Area Transportation Study
111 South Michigan Avenue, Lower Level
Saginaw, MI 48602
Phone: 989-797-6800
Fax: 989-797-6809
e-mail: dbell@saginawcounty.com
Web site: <http://www.saginawcounty.com/Planning/SMATS.aspx>
MDOT's MPO Program Manager:*
James Koenig, 517 - 373-1881

SOUTHEAST MI COUNCIL OF GOVERNMENTS

DETROIT/ANN ARBOR/PORT HURON
(Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne Counties)

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WASHTENAW AREA TRANSPORTATION STUDY (Ann Arbor/Ypsilanti)

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

ST. CLAIR COUNTY METROPOLITAN PLANNING COMMISSION (Port Huron)

Web site: <http://www.stclaircounty.org/offices/metro/transportation.aspx>

MDOT's MPO Program Manager:*
Pam Boyd, 517-335-2803

SOUTHWEST MI PLANNING COMMISSION

NILES-BUCHANAN-CASS AREA TRANSPORTATION STUDY (NATS)
(Niles and six surrounding townships)

Web site: <http://www.swmpc.org/nats.asp>

Twin Cities Area Transportation Study (TwinCATS) (Benton Harbor, St. Joseph and five surrounding townships)

Web site: <http://www.swmpc.org/twincats.asp>

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MDOT's MPO Program Manager:*
Ray Lenze, 517-335-4166

WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM (WESTPLAN)
(Muskegon County and northwest Ottawa County)

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Web site: <http://www.wmsrdc.org/>
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