

Executive Summary

Vision of the 2045 Long Range Transportation Plan (2045 LRTP)

2045 Vision

A transportation system that supports the region's economy and environmental sustainability, and continues to offer safe and efficient travel opportunities for people who live within, work in, and visit the MACC Area.

As the metropolitan planning organization (MPO) for the Holland urbanized area, the Macatawa Area Coordinating Council (MACC) is responsible for the development of a multi-modal long-range transportation plan (LRTP). This plan attempts to ensure that proposed improvements to the transportation system enhance the movement of goods and people in a safe, efficient and economical manner. The plan must also be fiscally constrained, project-specific, meet the principles of environmental justice, and include the public throughout the planning process. This LRTP has a 25-year planning horizon and looks out to the year 2045.

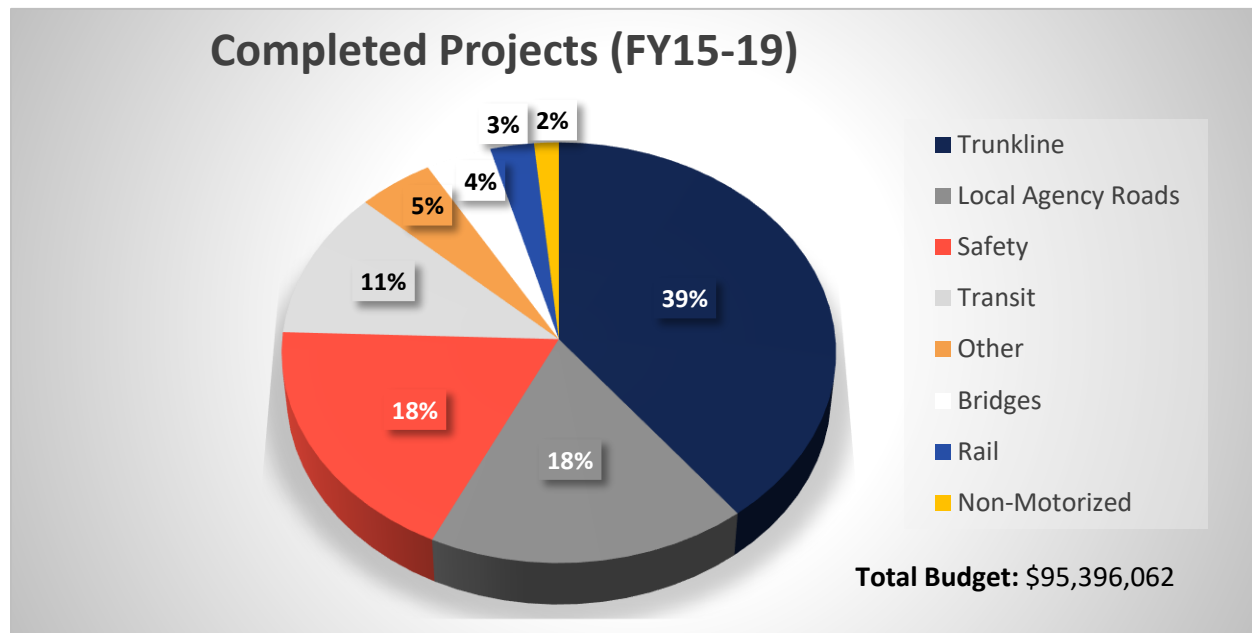
The 2045 LRTP establishes goals and objectives to develop a multimodal transportation network that provides efficient access to employment, retail, community services, and residential areas. A set of goals and objectives were identified in chapter 3 to help guide the planning process. These goals and objectives are centered upon the following themes:

- Comprehensive Planning
- Economic and Financial Considerations
- Efficiency
- Mobility
- Land Use and Environmental Impacts
- Accessibility
- Safety and Security

Projects Completed Since the Last Long Range Transportation Plan

Over the past five years, there have been over 100 transportation projects completed in the MACC Area. The total amount invested in these projects was around \$95.3 million and involved federal, state, and local funds. Chapter 4 and the following pie chart summarize the projects completed between 2015-2019 and their total investments. Projects included MDOT highway improvements (trunkline); resurfacing MACC Area roads; non-motorized pathways; transit projects; bridge repair; rail improvements; and

other transportation projects such as collecting traffic counts, the Clean Air Action! program, and signal modernization.



Public Involvement

As the planning for the 2045 Long Range Transportation Plan began in January of 2019, MACC staff looked at ways to improve public outreach and education. A database of local officials and transportation stakeholders was reviewed and updated. The consultation list of individuals, employers, and community organizations was expanded to invite a larger audience to participate in the transportation planning process.

Recognizing the importance of social media and online news sources, the MACC Public Participation Plan was updated (August 2018). While we continued to publish public notices and advertisements in the local newspapers, we also used social media sites such as Facebook, Twitter, and Instagram to reach new audiences.

MACC staff then began a series of meetings to hear from freight shippers and providers of freight transportation services; environmental organizations; cycling advocacy groups, and interested citizens. These meetings provided the opportunity to communicate regional planning goals and receive feedback on community priorities.

Inventory of Existing Transportation System

The 2045 LRTP is multi-modal in its approach to the transportation system. The MACC area transportation system encompasses all modes of transportation with a general aviation airport, two Class A rail lines, a public transit system, an extensive non-motorized pathway network, and commercial harbor serving business and recreational users. Chapter 5 provides a comprehensive look at roadways in the MACC Area, including recent

pavement ratings of federal aid roadways. This chapter also covers the freight network, transit system, passenger rail service, and non-motorized facilities.

Trends and Projections

The MACC Area is one of the fastest-growing locations in Michigan. Over the next 30 years, the population within the Cities of Holland and Zeeland, and also Laketown, Fillmore, Park, Holland, Zeeland, Port Sheldon, and Olive Townships is expected to increase 27%; households are expected to increase by 27%; and employment is expected to increase by 24%. The estimated population increase is 12% higher than it was in the last plan (2040 LRTP). The estimated household increase is 2% lower and the estimated employment increase is the same. Chapter 7 provides additional detail regarding the 2045 projections which were used during the planning process.

Modeling Travel Impacts and Traffic Congestion

Staff from the Michigan Department of Transportation and the MACC complete an extensive travel demand modeling process as part of the 2045 LRTP. This is an important activity to evaluate current traffic conditions, project anticipated travel impacts of future development, and identify where traffic congestion is expected. Information on dwelling units, population, and employment (retail, service, and other employment) was collected to establish totals projected for the year 2045. This data was used as inputs in a computer travel demand forecast model for the MACC area. The purpose of the modeling process is to predict where demand for travel is likely to occur in the future based on the dwelling unit, population and employment projections. It also measures the impact proposed roadway projects have on congestion problems. More discussion on the development of the MACC's travel demand model is included in Chapter 8.

Financial Resources Analysis

The 2045 LRTP includes a financial analysis to ensure that planned commitments do not exceed available annual revenue for both highway and transit funding. The financial analysis looks at the following elements:

- Project Estimates
- Capital Investment Strategy
- Operational & Management Strategies
- Revenues: Public & Private reasonably expected from 2020-2045

Chapter 11 details various federal, state, and local projected revenues for the time frame covered by this LRTP.

Plan Evaluation

The 2045 LRTP must be evaluated to demonstrate that goals and objectives are met by the Plan and that requirements of the nation's transportation legislation, Fixing America's Surface Transportation (FAST) Act, are being met. Chapter 12 details the steps of

evaluating the LRTP and evaluates environmental mitigation, environmental justice, and air quality.

Air Quality

The Clean Air Act of 1990 (as amended) and the National Ambient Air Quality Standards (NAAQS) establish air quality thresholds for the nation. The current standard for ground-level ozone is 70 parts per billion. The US Environmental Protection Agency (USEPA) determines the attainment of these standards for each county in the state. The MACC MPO is part of two conformity areas, Allegan County and the Grand Rapids conformity area consisting of Ottawa and Kent counties. Each conformity area has different requirements. For more information on this topic, please see Chapter 12.

Consultation Efforts

The LRTP's capacity-enhancing projects were shared with federal, state and local entities responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation. The goal of the effort is to eliminate or minimize conflicts with other agencies' plans that impact transportation. More details on this consultation process can be found in Chapter 14.

Transportation Planning

The 2045 LRTP provides the basis for the MACC's ongoing transportation planning activities. It will be updated within the next four years and is also open to amendment as unforeseen situations arise. Projects contained in the 2045 LRTP will be reviewed for possible inclusion in the MACC's Transportation Improvement Program, a four-year program of transportation programs and projects within the MACC scheduled to receive federal funding.

Questions concerning this LRTP can be directed to:

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