

Technical Advisory Committee (TAC) – Meeting

**July 10th, 2023
10:00 AM**

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. APPROVAL OF 5/8/23 MEETING MINUTES

3. PUBLIC COMMENT

4. DISCUSSION ITEMS

A. Member Population Discussion

The MACC would like to have a general discussion regarding our area's future population and future needs.

5. ACTION ITEMS

A. Adjusted Census Urban Boundary (ACUB) Update

The MACC and members held a 5/14/23 meeting with MDOT to review our ACUB. We did increase the boundary and are looking for TAC to Policy approval.

B. LRTP – Chapters One & Two

The MACC would like TAC to review our 2050 LRTP Chapters One and Two. Please keep in mind that these chapters are text-only. The graphics will be updated.

6. COMMENTS BY MDOT

7. COMMENTS BY MACC STAFF

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

9. ADJOURNMENT

The next regularly-scheduled TAC meeting will be held on August 14th, 2023 at 10:00 AM

Technical Advisory Committee (TAC) – Meeting

May 8th, 2023
10:00 AM

DRAFT MINUTES

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 10:02 AM

Members Present:

- Al Meshkin – Laketown Township
- John Gutierrez – OCRC
- Brian White – City of Holland
- Ryan Kemppainen – ACRC
- Kait Riegling – MAX Transit
- Ken DeWeerd – Fillmore Township
- Kevin Plockmeyer – City of Zeeland
- Luke Walters – MDOT
- Al Nienhuis – Olive Township
- Melissa Veldheer – Zeeland Charter Township

Others Present:

- Matt Block – MDOT
- Tyler Kent – MDOT
- Paige Brodeur - MDOT
- Alec Miller – MACC
- Jason Latham – MACC
- Sandra Korhorn – MAX
- Valerie Schultz* - MDOT

*Zoom

2. APPROVAL OF 4/10/23 MEETING MINUTES

Kait Riegling made a **MOTION** to approve the 4/10/23 minutes. **SUPPORTED** by Melissa Veldheer. **MOTION PASSED.**

3. PUBLIC COMMENT

There was no public comment.

4. DISCUSSION ITEMS

A. LRTP Review/Discussion

Eric Dykstra gave a short presentation that reviewed all of the MACC's LRTP meetings.

B. MACC New Website

Alec Miller showed MACC's new website and how to navigate it.

5. ACTION ITEMS

A. FY 2024 Unified Work Program (UWP) Draft

Alec Miller asked for reviewal and approval to recommend the DRAFT FY24 UWP to Policy.

Al Meshkin made a **MOTION** to recommend the DRAFT FY24 UWP to Policy. **SUPPORTED** by Kevin Plockmeyer. **MOTION PASSED.**

B. Safe Streets for All (SS4A)

Jason Latham explained that the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths. The MACC is looking for your recommendation to apply for the SS4A grant. If awarded, the MACC would have to contribute 20%.

Brian White made a **MOTION** to recommend applying for the SS4A – knowing the MACC would be responsible for the 20% match. **SUPPORTED** by Kait Riegling. **MOTION PASSED.**

6. COMMENTS BY MDOT

Matt Block explained that ITS and US-31 resurfacing is suspended for the week due to Tulip Time. I-196 BL inlay with concrete joints is moving into review. I-196 has traffic shifted into the WB lane and that's for the season.

7. COMMENTS BY MACC STAFF

Jason Latham explained that the MACC is meeting with MDOT later this month to discuss

the LRTP and Travel Demand Model. They also have a meeting with Aeronautics.

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

OCRC – Bidding Chicago Drive on Wednesday with a completion date of October 20th.

Olive Township – Al Nienhuis requested more information regarding a 96th and Port Sheldon Street roundabout. Al also mentioned wanting to continue using brine for the dirt roads.

ACRC – 136th is in MDOT letting and came in .18% over the engineer's estimate. This project will start in June. 146th Ave bridge is starting July 7th and will be completed in November.

Fillmore Township – currently doing 8 miles of resurfacing and maintenance – this is with township funds.

City of Zeeland – Shut down Main and Fairview, so far, the traffic flow is good. Phase two will start after school time.

MAX Transit – introducing their route match replacement. Starting precursor to the route study program. Sandra Korhorn also introduced herself.

City of Holland – after Tulip Time, the 6th Street reconstruct project will begin. Also just opened bids to local resurfacing.

Laketown Township – bike path got delayed...again.

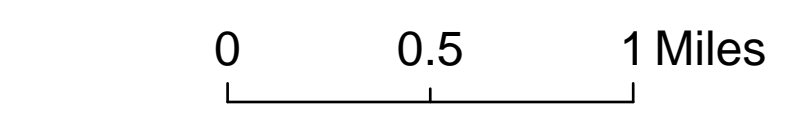
9. ADJOURNMENT

Meeting was adjourned at 11:02 AM

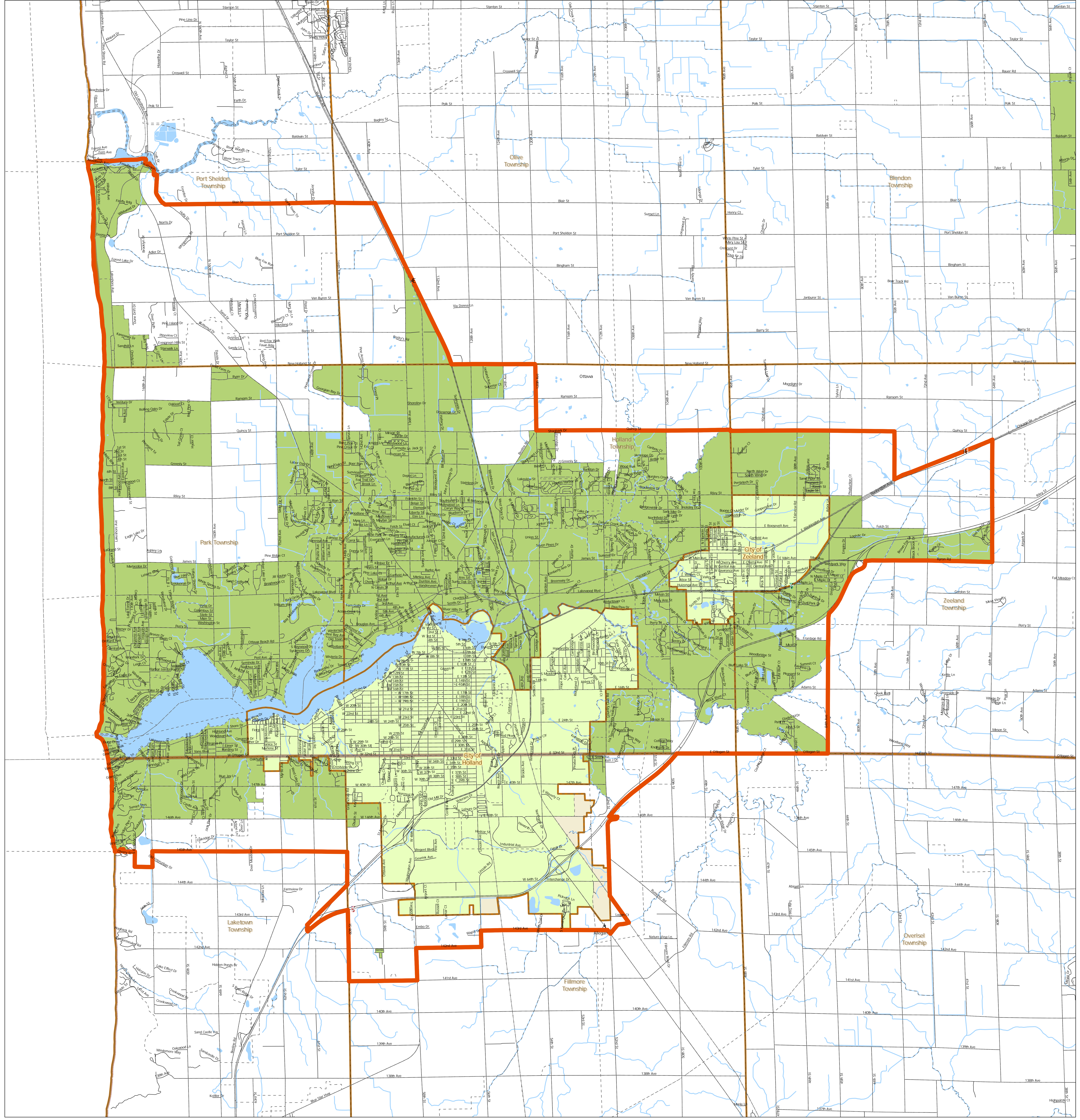
Holland ACUB Review Map



2020 Census Urban Area (CUA)	City or Village	Road
2020 Census Blocks	City or Village with CUA Overlap	Railroad
County	Lakes and Streams	Holland_2020ProposedACUB
Township	2020 Proposed ACUB	



All data used in this map can be obtained from the State of Michigan GIS Open Data website or at Census.gov



CHAPTER ONE - INTRODUCTION

Who Is The MACC?

The Macatawa Area Coordinating Council (MACC) is a metropolitan planning organization (MPO). The MACC was formed out of recognition of the need for greater cooperation and partnership among local units of government in the Holland/Zeeland area. As a result of the 1990 Census, the Holland/Zeeland area was designated as an urbanized area. Federal law requires that metropolitan areas with an urbanized area population of greater than 50,000 establish an MPO.

MACC Planning Area and Membership

The current metropolitan planning area (MPA) is 212 square miles and includes fifteen members: the Allegan County Board of Commissioners, the Allegan County Road Commission, Fillmore Township, Holland, Holland Charter Township, Laketown Township, the Macatawa Area Express Transportation Authority, the Michigan Department of Transportation, Olive Township, the Ottawa County Board of Commissioners, the Ottawa County Road Commission, Park Township, Port Sheldon Township, Zeeland, and Zeeland Charter Township.

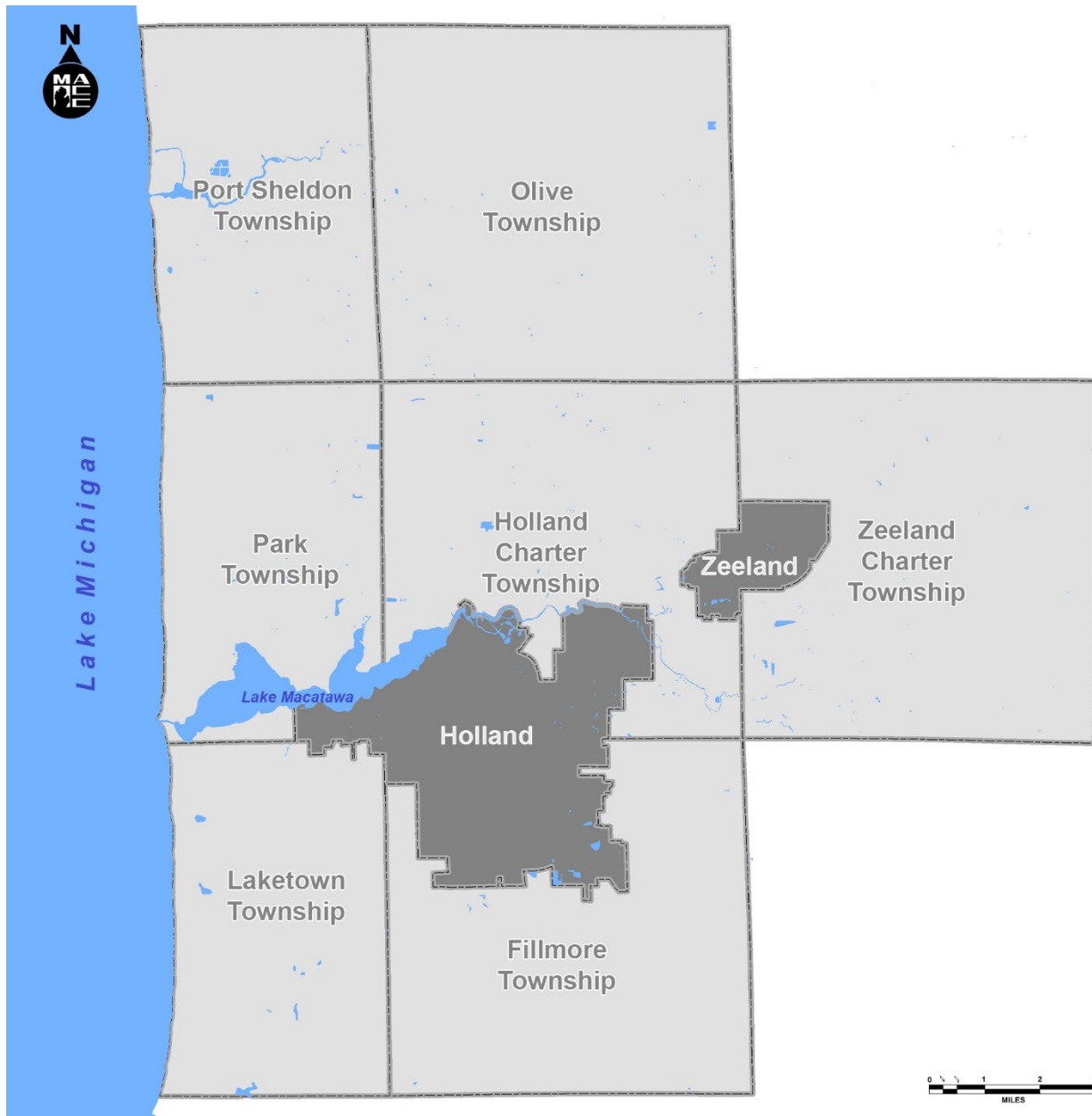


Figure 1.1: The MACC Metropolitan Planning Area

What Does an MPO Do?

An MPO ensures that the metropolitan planning area has a continuing, cooperative, and comprehensive transportation planning process. The MACC was designated as the MPO for the Holland/Zeeland area in 1993. The MACC's planning process covers the area within its metropolitan planning area. Beyond transportation, the MACC also addresses significant area-wide issues including water and air quality, census coordination, brownfield sites, crime prevention, service delivery, and helping to coordinate emergency response operations.

CORE FUNCTIONS OF THE MPO

- **ESTABLISH A REGIONAL FOCUS:** Form a fair and impartial setting for regional decision making
- **EVALUATE ALTERNATIVES:** Identify transportation alternatives, scaled to the size and nature of the region's transportation issues, and to the realistically available options
- **MAINTAIN A LONG-RANGE TRANSPORTATION PLAN (LRTP):** Develop and update a fiscally constrained plan for a planning horizon of at least 20 years that fosters mobility and access for people and goods, efficient system performance and preservation, and quality of life.
- **DEVELOP A TRANSPORTATION IMPROVEMENT PROGRAM (TIP):** Create a four-year program based on the LRTP containing projects and programs designed to serve the area's goals with financial, regulatory, and operation, and maintenance tools.
- **INVOLVE THE PUBLIC:** Include the general public and all the significantly affected sub-groups in the planning events throughout the year.

What Is the Long-Range Transportation Plan?

The MACC is required by the federal government to complete a Long-Range Transportation Plan (LRTP) every four years to receive federal funds. To remain in compliance, an LRTP must maintain at least a 20-year planning horizon. The plan must be multimodal and should include, at a minimum, highway and transit infrastructure improvements. The 2050 LRTP was prepared as a regional guide for continued investment in each of the modes of transportation which currently serve visitors,

residents, and employers in the MACC Area: roadways, public transit and private transportation (charter bus and taxi services), non-motorized (bicycle and pedestrian facilities), passenger rail service, and passenger air service. The 2050 LRTP also summarizes freight movement in West Michigan and recognizes the current and future needs of trucking, freight railroads, waterways, and air cargo. The plan includes an inventory of existing and proposed transportation facilities and identifies those serving national and regional transportation operations over the 25-year horizon of the plan.

The 2050 LRTP establishes goals and objectives to develop a multimodal transportation network that provides efficient access to employment, retail, community services, and residential areas while minimizing environmental impacts and preserving investments to the existing transportation system. The LRTP also includes a set of measures to evaluate whether goals are being met and will track progress over time.

The LRTP Planning Process

The 2050 LRTP focuses upon ten federal planning factors that are reflective of the transportation legislation – Infrastructure Investment and Jobs Act (IIJA), which builds off of the previous legislation called Fixing America’s Surface Transportation (FAST) Act. These planning factors were used to create goals and objectives for the 2050 Long Range Transportation Plan and create a performance-based approach to review proposed projects to both evaluate the plan and continue monitoring the performance of the transportation system.

FEDERAL PLANNING FACTORS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Public and Stakeholder Involvement

Planning for the 2050 Long Range Transportation Plan began in January of 2023, and MACC staff looked at ways to improve public outreach and education. A database of local officials and transportation stakeholders was reviewed and updated. We also expanded the consultation list of individuals, employers, and community organizations 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 (PPP) was updated in January of 2023. We used social media sites such as Facebook, to reach new audiences. An online transportation survey was developed to encourage people to share their views. The MACC-sponsored Green

Commute Week program also helped to educate people about the planning process and encourage them to offer public input.

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.

In addition to these efforts to increase public and stakeholder involvement, we placed an emphasis on reaching individuals and groups who were unaware of the MACC or who did not recognize how they could be involved in the planning process. Public input surveys and notices were published in Spanish and were also distributed throughout the community. More information on public involvement can be found in Chapter 13.

CHAPTER TWO – REGIONAL OVERVIEW

The MACC Region

Based on the 2020 United States Census, 127,925 people live within the 212 square-mile MACC planning area. This represents a population increase of 7.5% since 2010 and an increase of 50.3% since 1990. Settled by Dutch immigrants in the 1840s, the area today is home to people of many ethnic backgrounds, with 28.8% of area residents identified as minorities. The economic base is also diverse with automotive, office furniture, food processing, warehousing, pharmaceuticals, car battery manufacturing, and agricultural sectors having a significant presence. Its location adjacent to 18.3 miles of Lake Michigan frontage and access to many area parks makes it a popular summer tourist destination which adds greatly to the local economy.

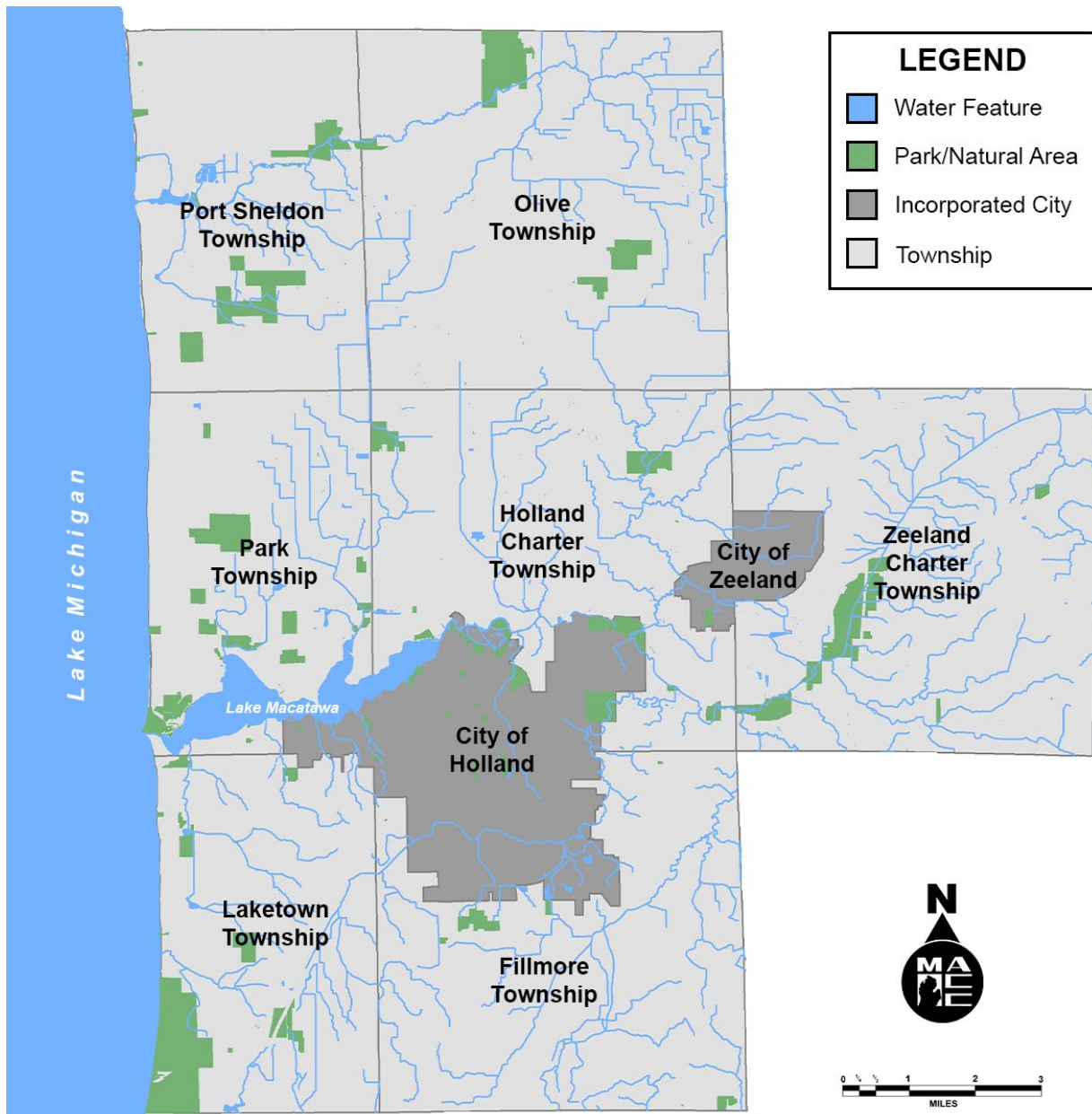


Figure 2.1: The MACC Area Natural Features (Rivers, Lakes, and Natural Areas)

Transportation History

The early settlers dug a channel suitable for commercial purposes from the Holland Harbor to Lake Michigan that allowed for the transport of timber and other materials to the Chicago area. By 1871, two railroad companies had extended lines to Holland that greatly expanded intra- and interstate travel. US-31 would later serve that purpose as automobile travel became more popular. The completion of Interstate 196 in the 1970s connected the MACC area to the national roadway network. Passenger rail service, provided by Amtrak's *Pere Marquette*, was initiated in 1984 and a publicly-owned general aviation airport was established by the City of Holland in 1996. An extensive non-

motorized network, beyond traditional city sidewalks, began in the late 1970s which has helped the region become more multimodal along with the establishment of the Macatawa Area Express transit system in 2000.

Current Transportation in the Region

The MACC area transportation system encompasses all modes of transportation with a general aviation airport, two Class A rail lines, a public transit system (11 fixed routes and demand response service), an extensive non-motorized pathway network and commercial harbor serving business and recreational users. Figure 5 illustrates the roadway network in the MACC, which includes segments of an interstate (I-196), a US route (US-31) and numerous state trunklines (M-121, M-40, and BL-196). The *Pere Marquette* passenger rail line, as well as freight railroad lines, are also shown.

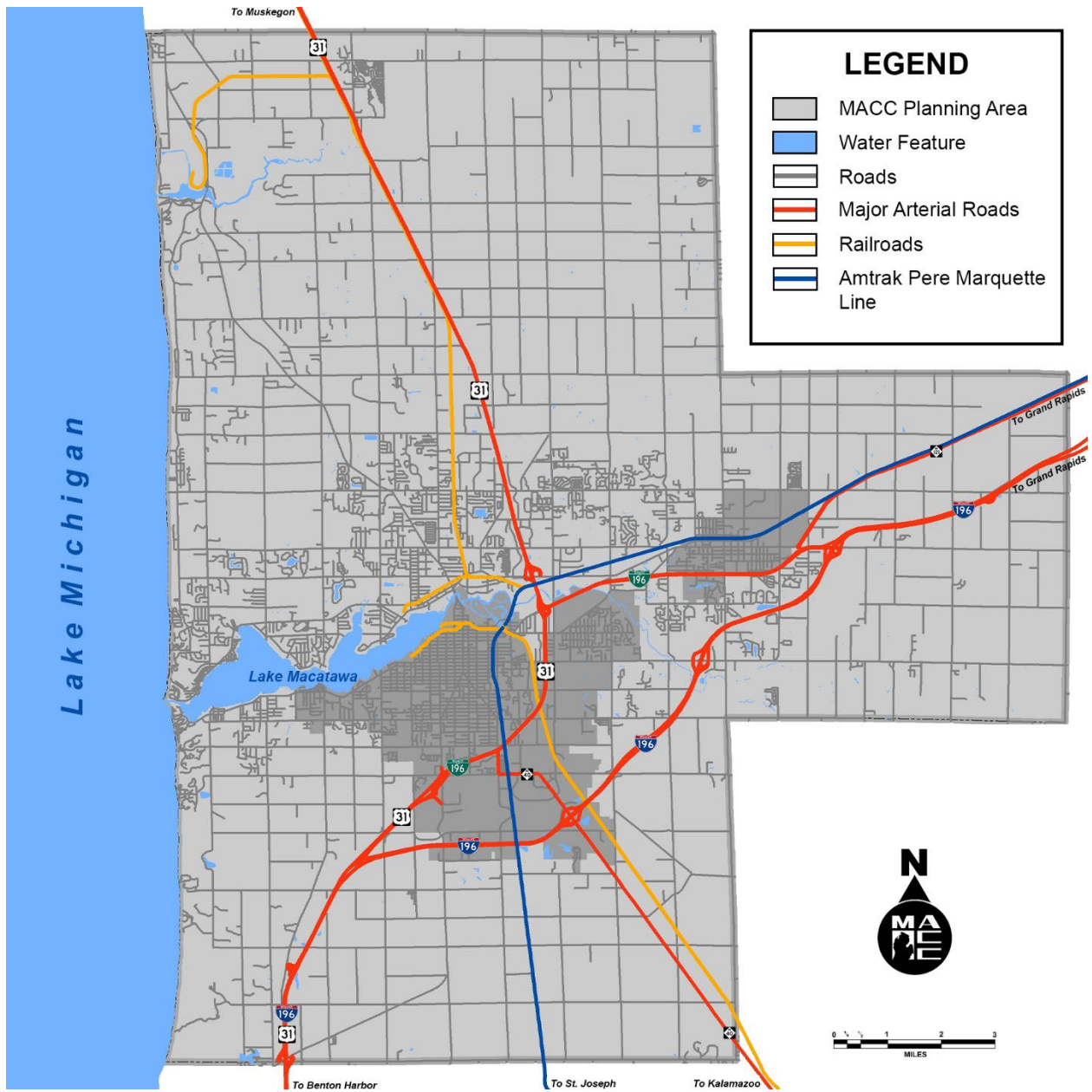


Figure 2.2: The MACC Area Road and Rail Network