

2013

What is KATS ~ A Brief Overview



Kalamazoo Area Transportation Study

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*More information on the
Kalamazoo Area Transportation Study
can be found online at:*

www.KATSmpo.org

What is a Metropolitan Planning Organization (MPO)?

A metropolitan planning organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. In 1962, the United States Congress passed legislation that required the formation of an MPO for any Urbanized Area (UZA) with a population greater than 50,000. Congress created MPOs in order to ensure 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.

Why Congress created MPOs

In creating the requirements for MPOs and a metropolitan planning process, Congress identified several key reasons MPOs are essential:

- Transportation investment means allocating scarce federal and other transportation funding resources appropriately;
- Planning needs to reflect the region’s shared vision for its future;
- Adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives; and
- An MPO is needed to facilitate collaboration of governments, interested parties and residents in the planning process.

In other words, the federal government wishes to see federal transportation funds spent in a manner that has a basis in metropolitan region-wide plans developed through inter-governmental collaboration, rational analysis and consensus-based decision-making.

Presently KATS, like most MPOs, has no authority to raise revenues (e.g., levy taxes) on its own; rather, they are designed to allow local officials to collaboratively decide how available federal and non-federal transportation funds should be spent within the MPO boundary. The funding for the operations of the MPO agency itself comes from a combination of federal transportation funds and required matching funds from state and local governments.

What is the Kalamazoo Area Transportation Study (KATS)?

The Kalamazoo Area Transportation Study or KATS, as it is commonly referred to, is the Kalamazoo Urbanized Area's Metropolitan Planning Organization (MPO). This summary report describes the KATS, its purpose, and the interrelationship with member municipalities and agencies regarding local transportation planning efforts. This report also includes the following:

- A Glossary of frequently used terms.
- Flow chart indicating the Transportation Programming Process for federally funded local street, public transportation, and non-motorized projects and studies.
- A map showing the current Metropolitan Planning Area Boundary.

The MPO is federally required to assure coordinated multi-modal transportation planning (roads, bridges, transit, inter-city rail, non-motorized, and pedestrian). The MPO, the planning process, and its products are required to allow local agencies to receive federal transportation funds projects and public transportation. The KATS is a cooperative effort of local jurisdictions, transportation agencies, and other local organizations connected to the transportation system.

As an organization, KATS consists of a Policy Committee, and staff. Policy Committee is made up of elected county, city, township, and village officials and representatives from public transportation authorities, the Michigan Department of Transportation, county road commissions, and Western Michigan University. They are responsible for determining the direction of the Study and approving final recommendations on transportation projects which receive federal funding. The Policy Committee oversees the Executive Director, who in turn manages the day to day operations of KATS to ensure the Policy Committee's directives and priorities are moving forward.

The Policy Committee has established a Technical Committee to assist the Policy Committee in completing the required planning process. To a large degree, this group consists of area traffic engineers, transportation planners, public transportation employees, and other management staffs. These individuals work together to develop programs and priorities for improvement of the overall local transportation system.

These are the main products that KATS is responsible for producing:

1. Long Range Metropolitan Transportation Plan

The transportation plan covers a minimum of a 20-year planning period. It discusses strategies and projects to develop and maintain an integrated multimodal transportation system. It outlines the area's goals for the transportation system. The plan includes road, public transit, and non-motorized facilities and discusses intermodal linkages. Movement of goods is an important consideration as well as the movement of people. The plan must be fiscally constrained and is reviewed, or updated, every four years.

2. Transportation Improvement Program (TIP)

The Transportation Improvement Program is a short range plan that includes road, public transportation, non-motorized, and other projects that will receive federal funding in a four year period. Locally funded significant projects are also included in the TIP. This document is amended frequently to adjust for changes in schedules and funding. The TIP also must be fiscally constrained. The KATS TIP becomes part of the State of Michigan TIP or STIP.

3. Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is the annual budget for KATS. It contains areas where staff and local members will be working and anticipated work products. Estimated numbers of hours are shown for each work program element.

All of the above documents are approved by the Policy Committee, as revised, following development and recommendation by the Technical Committee and staff. Public involvement is encouraged for all product development.

As the designated MPO, KATS is eligible for and receives specific funds designated toward planning purposes. These funds make up the majority of the budget for KATS. Local agencies contribute in-kind services to the planning process, in the form of eligible planning time. This time is reported on a monthly basis and is used as the match to state and federal funds used by KATS for direct expenses, including leased space, salaries, fringes, supplies, and services used by the MPO in completion of planning assignments. If there is insufficient local contributed services to match KATS costs, cash match from the members would be required to continue operations. To date, this has not been necessary.

As a result of this cooperative effort, the local governmental jurisdictions have been able to sustain their MPO without cash financial contributions. Rather, local jurisdictions support the MPO through the technical efforts of their own staff members. This allows utilization of existing financial, human, and physical resources and allows KATS to operate with an efficient staffing level.

In 2012, the KATS was designated as a Transportation Management Area (TMA) by the Federal Highway Administration. This designation was based on the urbanized population of the Kalamazoo Area exceeding a threshold of 200,000. This designation places increased duties on KATS. These duties include:

- The preparation of a Congestion Mitigation Process.
- Movement of travel demand modeling activities from the Michigan Department of Transportation to KATS staff.
- Certification review by the Federal Highway Administration and the Federal Transit Administration.
- Movement of air quality modeling activities from the Michigan Department of Transportation to KATS staff.

More information about KATS is available at www.katsmpo.org or by contacting the KATS office at:

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Historical Overview and Evolution - Timeline

1964-1965 Memorandum of Understanding between the Michigan State Highway Department and urban area local units of government agreeing to participate in the comprehensive transportation planning program.

1966 Organization of the Kalamazoo Area Transportation Study, including a Policy Committee, Technical Committee, and Citizens Advisory Committee.

1967 The Kalamazoo County Planning Department contracted with a planning consultant to prepare a County Comprehensive Plan. This planning effort provided a significant portion of the base land use data to be used by the transportation study

1967 The Michigan State Highway Department retained the consulting firm of Alan M. Vorhees to perform the transportation modeling aspects of the study. In addition to advancing the Kalamazoo study, the contract provided for training of Department personnel and developing the process as a "model" process to be used in other urban areas in Michigan.

1968 The Policy and Technical Committees initiated meeting on a periodic basis to both monitor and guide the study process in cooperation with the Department.

1968 Local coordination responsibility was assigned to the Department Directors of the Kalamazoo County Planning Department and City of Kalamazoo Planning Department.

1972 Federal legislation under the title of the 1972 Federal Transportation Highway Act made specific planning funds available to urban transportation planning studies and made federal project funding available to local units of government. Receipt of federal project funds, Federal Aid Urban System funding, was contingent on a successful and "certified" continuing, comprehensive, and cooperative transportation planning process.

1974 The Kalamazoo area is given "conditional certification" based on lack of significant progress in completing a transportation plan. The "condition" of certification is local action to obtain professional staff with experience and expertise in the conduct of urban transportation planning studies.

1975 In March, the Kalamazoo Area Transportation Study hired a full time study director. In July of 1975, a transportation engineer was hired to work with the Director.

The Kalamazoo Area Transportation Study staff was initially provided space and services by the County of Kalamazoo within the County Planning Department. The Study staff was Kalamazoo County staff for purposes of payroll and benefits, but worked under the direction of and at the will and pleasure of the Kalamazoo Area Transportation Study Policy Committee. The Policy Committee reimbursed the County for all cost associated with the conduct of the study on a periodic basis.

The first staff year activities and products included:

- ~ rescheduling and advancing the study process.
- ~ developing a FY 1976 - FY 1980 Transportation Improvement Program (TIP).
- ~ compiling time and cost reports for study activities for the period of 1973-1974 (reimbursement received).

~ working with the City of Kalamazoo in drafting the first Transit Development Program for the Kalamazoo urban area, a vehicle required to receive federal capital and operating funds from the Urban Mass Transportation Administration.

~ certification of the Study was restored.

1977 The KATS staff moved to the Kalamazoo County Road Commission principally based on office space limitations recognized by the County. The staff similarly was Road Commission staff for purposes of salary and group benefits only (insurances and similar) and the Policy Committee reimbursed the Road Commission for cost on a periodic basis.

1979 KATS completed its first Long Range Transportation Plan for the Kalamazoo Urban Area.

1979 KATS organized as an intermunicipality committee under Act 200 of the 1957 Public Acts of Michigan.

1979 Re-designation of the MPO to the Kalamazoo Area Transportation Study (rather than SMPC). Re-designation required a vote of 75% of the local units of government representing 80% of the urban area population to pass. Actual action was unanimously taken by all of the local units of government in the Kalamazoo urban area.

1991 Passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The planning provisions of this act reemphasized and strengthened the emphasis on the urban transportation process carried on cooperatively by the Metropolitan Planning Organization (MPO) and the state.

1992 Policy Committee action to extend the metropolitan area boundary to include the whole county.

1997 Passage of the Transportation Equity Act for the 21st Century (TEA-21).

2003 Jonathan Start appointed Executive Director of Kalamazoo Area Transportation Study.

2005 Passage of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

2012 Passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21). KATS is designated as a Transportation Management Area (TMA) and extends its Metropolitan Planning Area boundary into Van Buren County.

2013 KATS becomes a fully independent agency, severing salary and benefit ties to the Kalamazoo County Road Commission.

Glossary of Terms

Source: http://www.fhwa.dot.gov/planning/glossary/glossary_listing.cfm

Air Quality Conformity - The link between air quality planning and transportation planning

Allocation - An administrative distribution of funds for programs that do not have statutory distribution formulas.

American Association of State Highway & Transportation Officials (AASHTO) - A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

Americans With Disabilities Act (ADA) - The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

Analysis of Alternatives - Understanding how the transportation system and its components work such as information on the costs, benefits and impacts of potential changes to the system.

Apportionment - 1) A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. 2) The distribution of funds as prescribed by a statutory formula.

Appropriation - Authorization of funding expenditures from Congress.

Association of Metropolitan Planning Organizations (AMPO) - AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of "metropolitan planning organizations (MPOs)" nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

Attainment Area - An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

Authorization - Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds that can be appropriated for that program.

Average Annual Daily Traffic (AADT) - The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Budget Authority - Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. This empowerment is generally in the form of appropriations. However, for most of the highway programs, it is in the form of contract authority.

Budget Resolution - A concurrent resolution passed by Congress presenting the Congressional Budget for each of the succeeding 5 years. A concurrent resolution does not require the signature of the President.

Clean Air Act Amendments (CAAA) - The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law. The 1990 Clean Air Act is the most recent version of the 1970 version of the law. The 1990 amendments made major changes in the Clean Air Act.

Code of Federal Regulations (CFR) - A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into 50 titles that represent broad areas subject to Federal regulation.

Complete Streets- The process of designing roadways for all legal users. In Michigan, the Complete Streets legislation (PA 134 of 2010, PA 135 of 2010) defines Complete Streets as “roadways planned, designed, and constructed to provide appropriate access to all legal users...whether by car, truck, transit, assistive device, foot or bicycle.”

Conformity - Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Congestion Management System (CMS) - Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.

Congestion Mitigation & Air Quality Improvement Program (CMAQ) - A categorical Federal-aid funding program created with the ISTEA. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

Constant Dollars - Dollar value adjusted for changes in the average price level by dividing a current dollar amount by a price index.

Context Sensitive Design (Solutions)- Collaborative interdisciplinary approach to developing transportation projects. Under CSS, a road agency solicits dialogue with local governments, road commissions, industry groups, land use advocates, and state agencies early in a project’s planning phase.

Contract Authority (CA) - A form of Budget Authority that permits obligations to be made in advance of appropriations. Most of the programs under the Federal-Aid Highway Program operate under Contract Authority.

Demand Responsive Vehicle (Transit) - A nonfixed-route, nonfixed-schedule vehicle that operates in response to calls from passengers or their agents to the transit operator or dispatcher.

Demand-Responsive - Descriptive term for a service type, usually considered paratransit, in which a user can access transportation service that can be variably routed and timed to meet changing needs on an as-needed basis.

Environmental Justice (EJ) - Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Environmental Protection Agency (EPA) - The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Environmentally Sensitive Area - An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems, drinking water sources, unique or declining species habitat, and other similar sites.

Evaluation of alternatives - A synthesis of the information generated by an analysis in which judgments are made on the relative merits of alternative actions.

Federal Aviation Administration (FAA) - Formerly the Federal Aviation Agency, the Federal Aviation Administration was established by the Federal Aviation Act of 1958 (49 U.S.C. 106) and became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation

Federal Highway Administration (FHWA) - A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-Aid Highway Program. Became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation

Federal Register - Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.

Federal Transit Administration (FTA) - A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy.

Financial analysis - Estimating costs, establishing a revenue baseline, comparing revenues with costs and evaluating new revenue sources.

Financial Planning - The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds.

Financial Programming - A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (see TIP).

Fiscal Constraint - Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Fiscal Year (FY) - The yearly accounting period beginning October 1 and ending September 30 of the subsequent calendar year. Fiscal years are denoted by the calendar year in which they end (e.g. FY 1991 began October 1, 1990, and ended September 30, 1991).

Fixed-Route - Term applied to transit service that is regularly scheduled and operates over a set route; usually refers to bus service.

Freedom of Information Act (FOIA) - Allows all U.S. citizens and residents to request any records in possession of the executive branch of the federal government. The term "records" includes documents, papers, reports, letters, films, photographs, sound recordings, computer tapes and disks.

Future Needs - Represents the gap between the vision and the current or projected performance of the system

Geographic Information System (GIS) - Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

Goals - Generalized statements which broadly relate to the physical environment to values

Intelligent Transportation Systems (ITS) - The application of advanced technologies to improve the efficiency and safety of transportation systems.

Intermodal - The ability to connect, and the connections between, modes of transportation.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) - Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and Statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives.

Interstate Maintenance (IM) - The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.

Land Use - Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc.

Land Use Plan - A plan which establishes strategies for the use of land to meet identified community needs.

Level of Service (LOS) - 1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Long Range Transportation Plan (LRTP) - A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

Maintenance Area - Maintenance area is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

Management Systems - (1) Systems to improve identification of problems and opportunities throughout the entire surface transportation network, and to evaluate and prioritize alternative strategies, actions and solutions. (2) A systematic process, designed to assist decisionmakers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation's transportation infrastructure.

MAP-21- the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Memorandum of Understanding (MOU) - A document providing a general description of the responsibilities that are to be assumed by two or more parties in their pursuit of some goal(s).

Metropolitan Planning Area - The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out. (23CFR420)

Metropolitan Planning Organization (MPO) - 1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75% of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)(1)/Federal Transit Act of 1991 Sec. 8(b)(1)).

Multimodal Transportation - Often used as a synonym for intermodalism. Congress and others frequently use the term intermodalism in its broadest interpretation as a synonym for multimodal transportation. Most precisely, multimodal transportation covers all modes without necessarily including a holistic or integrated approach. (BTS2)

National Ambient Air Quality Standards (NAAQS) - Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the CAA. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.

National Environmental Policy Act of 1969 (NEPA) - Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

National Highway System (NHS) - This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b).

Nitrogen Oxides - A product of combustion of fossil fuels whose production increases with the temperature of the process. It can become an air pollutant if concentrations are excessive.

Nonattainment Area (NAA) - Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.

Noncompliance - Failure to comply with a standard or regulation issued under 46 U.S.C. Chapter 43, or with a section of the statutes.

Objectives - Specific, measurable statements related to the attainment of goals.

Obligation - The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Obligation Limitation - A restriction, or "ceiling" on the amount of Federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which these funds may be used.

Obligational Authority (OA) - The total amount of funds that may be obligated in a year. For the Federal-Aid Highway Program this is comprised of the obligation limitation amount plus amounts for programs exempt from the limitation.

Office of Management and Budget (OMB) - OMB's predominant mission is to assist the President in overseeing the preparation of the federal budget and to supervise its administration in Executive Branch agencies. In helping to formulate the President's spending plans, OMB evaluates the effectiveness of agency programs, policies, and procedures, assesses competing funding demands among agencies, and sets funding priorities. OMB ensures that agency reports, rules, testimony, and proposed legislation are consistent with the President's Budget and with Administration policies. In addition, OMB oversees and coordinates the Administration's procurement, financial management, information, and regulatory policies.

Paratransit - 1) Comparable transportation service required by the American Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. (49CFR37) 2) A variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

Particulate Matter (PM10 and PM2.5) - Particulate matter consists of airborne solid particles and liquid droplets. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc.

Parts Per Million (PPM) - A measure of air pollutant concentrations.

Pavement Management System - A systematic process that provides, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth.

Performance Measures - Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision making process.

Person Trip - A trip taken by an individual. For example, if three persons from the same household travel together, the trip is counted as one household trip and three person trips.

Person-Miles - An estimate of the aggregate distances traveled by all persons on a given trip based on the estimated transportation-network-miles traveled on that trip.

Planning Funds (PL) - Primary source of funding for metropolitan planning designated by the FHWA.

Programming - Prioritizing proposed projects and matching those projects with available funds to accomplish agreed upon, stated needs.

Project - A locally sponsored, coordinated, and administered program, or any part thereof, to plan, finance, construct, maintain, or improve an intermodal passenger terminal, which may incorporate civic or cultural activities where feasible in an architecturally or historically distinctive railroad passenger terminal.

Public Participation - The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transit - Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

Public Transportation - Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation", "mass transit" and "transit."

Regional Planning Organization (RPO) - An organization that performs planning for multi-jurisdictional areas. MPOs, regional councils, economic development associations, rural transportation associations are examples of RPOs.

Regionally Significant Project - A project that is on a facility which serves regional transportation needs.

SAFETEA-LU - On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history (replaced by MAP-21).

Safety Management System - A systematic process that has the goal of reducing the number and severity of transportation related accidents by ensuring that all opportunities to improve safety are identified, considered and implemented as appropriate.

Smart Growth - A set of policies and programs design to protect, preserve, and economically develop established communities and valuable natural and cultural resources.

Section 5311 - The section of the Federal Transit Act, as amended, that governs the allocation of funding for public transit in non-urbanized areas, previously known as Section 18.

Section 5309 - The section of the Federal Transit Act, as amended, that provides discretionary assistance to States and local public bodies and agencies thereof in financing new starts, rail modernizations, and bus and other projects, previously known as Section 3.

Section 5301 - The section of the Federal Transit Act, as amended, that authorizes the Secretary of Transportation to award capital grants to private nonprofit organization and associations that provide transportation services to the elderly and disabled individuals, previously known as Section 16(b)(2).

Section 5307 - The section of the Federal Transit Act, as amended, that governs the distribution of the public transit and capital and operating block grant appropriations, made by Congress each year, among transit operators across the nation, previously known as Section 9.

Sources - Refers to the origin of air contaminants. Can be point (coming from a defined site) or non-point (coming from many diffuse sources). [Stationary sources include relatively large, fixed facilities such as power plants, chemical process industries, and petroleum refineries. Area sources are small, stationary, non-transportation sources that collectively contribute to air pollution.

Sprawl - Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

Stakeholders - Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

State Implementation Plan (SIP) - Produced by the state environmental agency, not the MPO. A plan mandated by the CAA that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS. Must be taken into account in the transportation planning process.

State Planning and Research Funds (SPR) - Primary source of funding for statewide long-range planning.

State Transportation Improvement Program (STIP) - A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPS, and processes.

Statewide Transportation Plan - The official statewide intermodal transportation plan that is developed through the statewide transportation planning process.

Stationary Source - Relatively large, fixed sources of emissions (i.e. chemical process industries, petroleum refining and petrochemical operations, or wood processing).

Surface Transportation Program (STP) - Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

Title VI - Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.

Traffic Analysis Zone (TAZ)- A traffic analysis zone (TAZ) is a special area delineated by state and/or local transportation officials for tabulating traffic-related data- especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

Transportation Conformity - Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Transportation Control Measures (TCM) - Transportation strategies that affect traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, provision of bicycle facilities, ridesharing, telecommuting, etc. Such actions may be included in a SIP if needed to demonstrate attainment of the NAAQS.

Transportation Demand Management (TDM) - Programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.

Transportation Enhancement Activities (TE) - Provides funds to the States for safe bicycle and pedestrian facilities, scenic routes, beautification, restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers. 23 U.S.C. 101(a) and 133(b)(8).

Transportation Equity Act for the 21st Century (TEA-21) - Authorized in 1998, TEA-21 authorized federal funding for transportation investment for fiscal years 1998-2003. Approximately \$217 billion in funding was authorized, which was used for highway, transit, and other surface transportation programs.

Transportation Improvement Program (TIP) - A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the next one- to three-year period.

Transportation Management Area (TMA) - An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s).

Unified Planning Work Program (UPWP) - The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

United States Code - Contains a consolidation and codification of all general and permanent laws of the U.S.

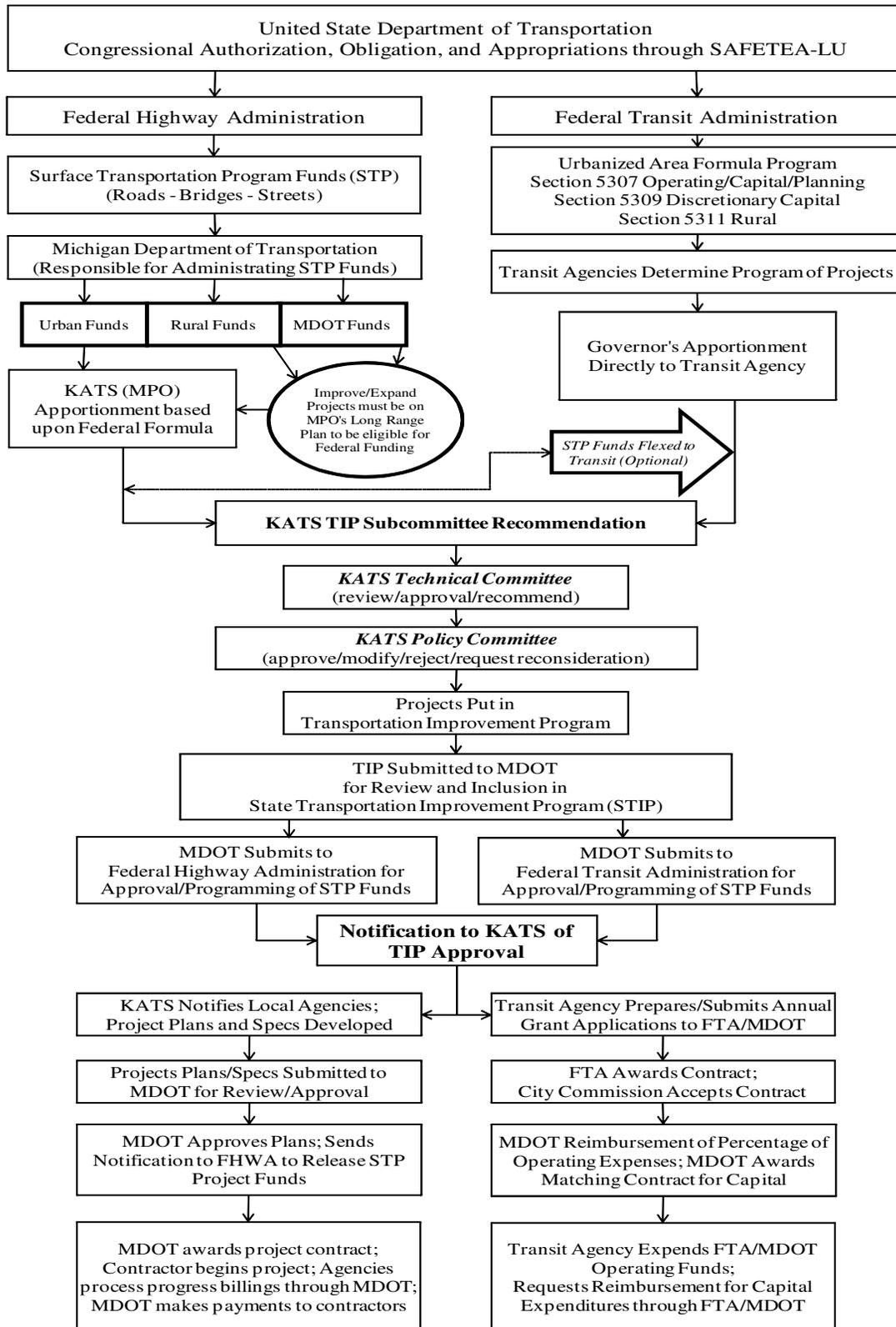
Urbanized Area- An Urbanized Area is a statistical geographic entity designated by the Census Bureau, consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile. Within the transportation planning community Urbanized Areas are typically referred to as the UZAs.

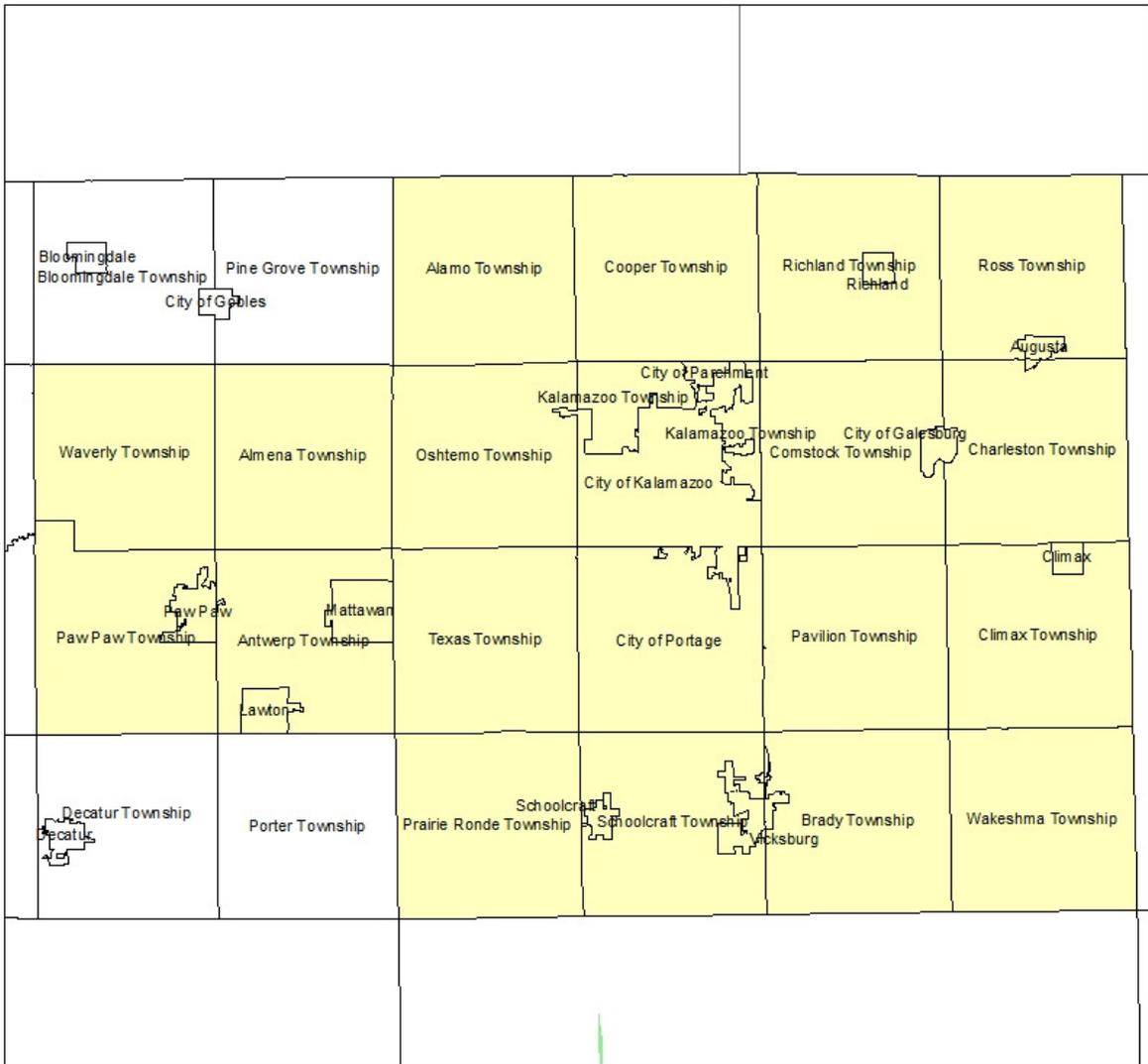
Urban Cluster- An Urban Cluster is a new statistical geographic entity designated by the Census Bureau for the 2000 Census, consisting of a central core and adjacent densely settled territory that together contains between 2,500 and 49,999 people. Typically, the overall population density is at least 1,000 people per square mile. Urban Clusters are based on Census block and block group density and do not coincide with official municipal boundaries.

Vehicle Miles of Travel (VMT) - The number of miles traveled nationally by vehicles for a period of 1 year. VMT is either calculated using 2 odometer readings or, for vehicles with less than 2 odometer readings, imputed using a regression estimate.

Volatile Organic Compounds (VOCs) - VOCs come from vehicle exhaust, paint thinners, solvents, and other petroleum-based products. A number of exhaust VOCs are also toxic, with the potential to cause cancer.

Program Administration Federal Surface Transportation Program (STP) Funds





KATS Metropolitan Planning Area Boundary

Legend

 MPA Boundary

