



The Metropolitan Planning Organization for the Greater Kalamazoo Area

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Portage, MI 49002

269-343-0766

info@KATSmpo.org

TO: Kalamazoo Area Transportation Study Policy Committee

FROM: Jonathan Start, Executive Director

DATE: June 17, 2015

SUBJECT: **POLICY COMMITTEE MEETING
JUNE 24, 2015, 2015 – 9:00 A.M.
KALAMAZOO METRO TRANSIT
530 NORTH ROSE STREET**

The Kalamazoo Area Transportation Study Policy Committee will be meeting on June 24, 2015 at 9:00 a.m. at Kalamazoo Metro Transit, 530 North Rose Street.

The following materials are included in your meeting packet:

1. Agenda for the June 24, 2015 Policy Committee Meeting (reverse side)
2. Information Memorandum for the June 24, 2015 Policy Committee Meeting
3. Treasurer's Report
4. Technical Committee Report (June 11, 2015)
5. Public Transportation Report
6. Southcentral Michigan Planning Council Report
7. Regional Prosperity Initiative Report
8. Draft Minutes of the May 27, 2015 Meeting
9. Proposed Amendments to the FY 2014-2017 Transportation Improvement Program
10. Draft of the 2045 Metropolitan Transportation Plan Vision and Goals
11. Draft of the 2045 Metropolitan Transportation Plan Project Ranking Process

POLICY COMMITTEE MEETING
June 24, 2015 at 9:00 a.m.
AGENDA

Public comments are limited to four minutes in length.

1. CALL TO ORDER
2. INTRODUCTIONS
3. ROLL CALL (Sign-in Sheet To Be Circulated)
4. CHANGES OR ADDITIONS TO THE AGENDA
Items listed under the Consent Agenda may be moved to the Regular Agenda for individual comment or discussion by request of any member of the public, any Policy Committee Member, or any staff member at this time.
5. APPROVAL OF THE AGENDA (**ACTION**)
6. CITIZENS' COMMENTS (Non-agenda items only. Comments on agenda items should be made during discussion of those items.)
7. CONSENT AGENDA (Enclosures) (**ACTION**)
 - ACCEPTANCE OF THE TREASURER'S REPORT
 - ACCEPTANCE OF THE TECHNICAL COMMITTEE REPORT (June 11, 2015)
 - ACCEPTANCE OF THE PUBLIC TRANSPORTATION MONTHLY REPORT
 - ACCEPTANCE OF THE SOUTHCENTRAL MICHIGAN PLANNING COUNCIL REPORT
 - ACCEPTANCE OF THE REGIONAL PROSPERITY INITIATIVE REPORT
 - APPROVAL OF THE MINUTES FROM THE MAY 27, 2015 MEETING
8. PROPOSED AMENDMENTS TO THE FY 2014 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM (Enclosure) (**ACTION**)
9. 2045 METROPOLITAN TRANSPORTATION PLAN
 - a. Vision and Goals (Enclosure) (**ACTION**)
 - b. Project Ranking Process (Enclosure) (**ACTION**)
 - c. Subcommittee and Travel Demand Model
10. OBLIGATION AUTHORITY UPDATE
11. PUBLIC TRANSPORTATION UPDATES
12. NEW BUSINESS
13. CITIZEN COMMENTS
14. MEMBER COMMENTS
15. ADJOURNMENT

Next Meeting: Wednesday, July 29, 2015 - 9:00 a.m.



TO: Kalamazoo Area Transportation Study Policy Committee

FROM: Jonathan R. Start, Executive Director

DATE: June 8, 2015

SUBJECT: Information on the Policy Committee Agenda for June 24, 2015 Meeting

Here is information on Policy Committee agenda items for your information.

8. *Proposed Amendments to the FY 2014 – 2017 Transportation Improvement Program*
(ENCLOSURE) (ACTION)

Periodically, amendments to the Transportation Improvement Program are presented to make the list of projects accurately reflect current information and changes proposed by member agencies. Enclosed are proposed amendments for the FY 2014 – 2017 Transportation Improvement Program for your information and action. The proposed project amendments include additions of projects, changes in cost, changes in scope, deletions, and changes in year. The projects include the following:

Project Additions

- Kilgore/W I-94 ramp from east of Lovers Lane to east of Portage Street – A FY 2015 MDOT preliminary engineering phase of a project reconstruct this interchange as part of the continuation of the widening of I-94 east to Sprinkle Road.
- I-94 from east of Lovers Lane to east of Portage Street – A FY 2015 MDOT preliminary engineering phase of a project as part of the continuation of the widening of I-94 east to Sprinkle Road.
- I-94 over the Paw Paw River and I-196 over the Black River – A FY 2015 MDOT preliminary engineering phase of a project to repair the slopes at these locations.
- I-94 over the Paw Paw River and I-196 over the Black River – A FY 2015 MDOT structure preliminary engineering phase of a project to repair the slopes and substructure at these locations.
- US-131BR from I-94BL to just south of the Kalamazoo north City Limits – A FY 2015 MDOT preliminary engineering phase of a project to mill and resurface this segment of road.
- US-131BR from I-94BL to just south of the Kalamazoo north City Limits – A FY 2016 MDOT right of way phase of a project to mill and resurface this segment of road.
- I-94BL (Stadium Drive) from Oliver to Harrison – A FY 2015 MDOT early preliminary engineering phase of a project for future reconfiguration and traffic maintenance of this corridor.
- Drake Road from Michigan to Greenmeadow – A FY 2016 City of Kalamazoo construction project to add a shared use path along this segment.
- Stadium Drive from 4th Street to 6th Street – A 2016 Road Commission of Kalamazoo County safety project to add a center turn lane and improve intersections.

- South Westnedge at Romence – A FY 2016 City of Portage safety project to improve the intersection.
- US-131BR from I-94BL to just south of the Kalamazoo north City Limits – A FY 2017 MDOT project to mill and resurface this segment of road.
- I-94 from mile marker 83 to mile marker 82 eastbound – A FY 2018 MDOT preliminary engineering project for an emergency/crash investigation site.
- Vehicle Replacement – A FY 2015 Public Transit project to purchase up to 2 Metro County Connect Van replacements and reprogram bid savings of approximately \$26,000 for the Village of Vicksburg E. Highway Street Project.

Cost Changes

- Kilgore/W I-94 ramp from east of Lovers Lane to east of Portage Street – A FY 2015 MDOT right of way phase of a project reconstruct this interchange as part of the continuation of the widening of I-94 east to Sprinkle Road increases the total cost by approximately \$2,700.00.
- I-94 from east of Lovers Lane to east of Portage Street – A FY 2015 MDOT right of way phase of a project as part of the continuation of the widening of I-94 east to Sprinkle Road increases total cost by approximately \$3,000.00.
- I-94 from east of Lovers Lane to east of Portage Street – A FY 2015 MDOT substructure engineering phase of a project as part of the continuation of the widening of I-94 east to Sprinkle Road increases total cost by approximately \$3,000.00.
- I-94 westbound from ML avenue to Michigan Avenue – A FY 2015 MDOT construction phase of a mill and resurfacing project decreases total project cost by approximately \$226,000.00.
- 9th Street from I-94 to Meridian Drive – A FY 2016 Road Commission of Kalamazoo County project to mill and resurface his segment has a change in limits and the addition of \$200,000.00 in State funding and a corresponding reduction of \$200,000.00 in local funds.
- I-94BL (Stadium Drive) at Howard Street – A FY 2016 MDOT right of way phase of a project to reconstruct and add left turn lanes at the intersection decreases phase cost by approximately \$3,400.00.
- I-94BL (Stadium Drive) at Howard Street – A FY 2016 MDOT preliminary engineering phase of a project to reconstruct and add left turn lanes at the intersection decreases phase cost by approximately \$3,400.00.
- E. Highway Street from 230' west of Kalamazoo Street to the East Village Limits – A FY 2015 construction project to decrease phase cost by approximately \$35,000.

Project Deletions

- Deletion of a general program account (GPA) for MDOT traffic operations and safety region wide from FY 2015

Changes in Scope

- US-131 between I-94 and Shaver Road – A FY 2015 MDOT resurfacing project increases the project length by 0.13 miles
- Metro Transit Maintenance Facility – A FY 2015 project to design, procure and install a security system in the maintenance and garage area of the facility scope changed from security for employee parking lot.

Year Change

- M-43 (West Main) from US-131 to I-94BL (Michigan Avenue) and M-43 westbound (Kalamazoo Avenue/Michikal) from Pitcher to West Main - Change the year of this MDOT mill and resurfacing project from FY 2016 to FY 2017.

These amendments were discussed at the June 11, 2015 Technical Committee meeting. The Technical Committee and staff recommend that the Policy Committee approve these amendments to the FY 2014 – 2017 Transportation Improvement Program.

9. 2045 Metropolitan Transportation Plan

a. Vision and Goals (ENCLOSURE) (ACTION)

The Technical Committee reviewed the draft 2045 Metropolitan Transportation Plan Vision and Goals. Discussion centered on what measure should be used in the safety portion of the first goal, Improving the Safety and Security of the Transportation System. Consensus was that fatal and disabling injury crashes should be the measure consistent with the State and Federal safety priorities. There was some discussion on whether the measures under the 4th goal, Emphasize the Preservation of the Existing Transportation System should be changed from decreasing the percentage of structurally deficient bridges and poor surface rated streets since the existing funding levels make meeting these measures questionable. The national and state measures have not been set, and there is at least a two year time frame before they are set for Metropolitan Planning Organizations. It was decided that the measures were okay for now and there would be adequate time to modify them as needed at the next Metropolitan Transportation Plan revision. The consolidation of Goals and Measures was appreciated by our Federal Highway Administration representative.

The Technical Committee recommended and staff supports that the Policy Committee approve the Vision and Goals.

b. Project Ranking Process (ENCLOSURE) (ACTION)

A draft Project Ranking Process for the 2045 Metropolitan Transportation Plan was discussed with the Technical Committee. This draft was modified from the draft shared at the May Technical Committee meeting. This ranking process does not replace the Transportation Improvement Program Project Prioritization Process which is used along with agency budget, and status of plan development to assign available federal transportation funds to member agency projects for a four year short term planning program. The purpose of the Metropolitan Transportation Plan Ranking Process is to help in building the fiscally constrained 2045 Transportation Plan. Metropolitan Transportation Plans are 25 plus year documents that contain system preservation and capacity changing projects anticipated to be built in the next 25 years to help meet the goals of the plan. The requirements of the plan is that the reasonably expected revenues available from all sources exceeds the reasonably expected project costs, operations, and maintenance of the entire transportation system over the life of the plan. The Metropolitan Transportation Plans are reviewed and approved every four years to allow for changes in conditions, funding or other factors.

The draft Project Ranking Process has several factors, five overall criteria factors of which apply to all projects for a potential total of 30 points. Then road projects and transit projects are ranked with unique factors for an additional potential 20 points. The Project Ranking Process was drafted keeping in mind that the time horizon is 25 plus years so certain conditions will not be known, and in reducing the effort required by member agencies and staff in filling out and reviewing the project forms.

During discussion it was asked why the ranking process allowed negative point for a project that did not mitigate environmental impacts. The reason is that the Metropolitan Transportation Plan includes all projects regardless of funding source and that there is a possibility that a locally funded project might be proposed that did not need to go through the review process that federally funded projects go through.

Another point of discussion was the Impact on Safety factor, where it was agreed that the measure should be impact on fatal and disabling injury crashes, not all crashes. There was discussion about whether a better measure instead of average daily traffic would be volume to capacity ratios. It was pointed out that the Air Quality/Congestion factor is a measure for this and replacing average daily traffic with volume to capacity ratios is double counting that factor.

Staff informed the Technical Committee that the Policy Committee would be asked to consider and take action on this process at their June meeting. In answer to a question, the timing is to allow for earlier submission of potential projects for the Plan. This in turn will allow for earlier evaluation of project mixes to the network.

The Technical Committee and staff recommend that the Policy Committee approve the Project Ranking Process for the 2045 Metropolitan Transportation Plan.

c. Subcommittee and Travel Demand Model

A subcommittee of Technical Committee members is being set up to assist in the preparation of the 2045 KATS Metropolitan Transportation Plan.

The new KATS travel demand model has been delivered to KATS along with technical memoranda and a user's manual. Funds were included in the FY 2016 KATS Unified Planning Work Program to retain the consultant for as needed assistance as we use the model.

10. Obligation Authority Update

By the end of May 2015 when the extension of Moving Ahead in Progress in the 21st Century (MAP-21) was extended by congress by two months to the end of July 2015. This extension does not cover the entire fiscal year. Two projects on the KATS program for construction in FY 2015 were delayed by the lapse of obligation authority to program projects. The extension provides 61 365ths of the year's budget for projects. Options for the two delayed projects as of May 2015 are to:

- Proceed as an advance construction project and be reimbursed with the extension if there is sufficient available funds, or
- Wait and try to get the project obligated using those same funds.

Funds from the new extension are being allocated to projects in the queue at MDOT Local Services taking first those who advanced constructed and then the rest on a first come first served basis until the extended obligation authority is tapped out. The need for local agencies to design and submit projects for bid early in the fiscal year is reinforced.

11. Public Transportation Updates

Members of the Kalamazoo County Transportation Authority Board, the Kalamazoo Transit Authority Board, Van Buren Public Transit, and/or staff will provide additional updates to the Policy Committee as appropriate.

KALAMAZOO AREA TRANSPORTATION STUDY

TREASURERS REPORT

Policy Committee Meeting June24th, 2015

Beginning Balance as of May 1 st 2015	\$127,668.07
There were 17 checks cashed totaling	\$(30,136.15)
There were 12 withdraws/debits totaling	\$(28,848.06)
There was 4 deposit(s) / credits	\$12,628.22
Ending Balance as of 31 st , 2015	\$81,312.08

If there is any questions regarding any of the checks or withdraws, please feel free to contact me at your convenience, and I will be happy to review the 5/3 checking statement with you.

Respectfully submitted,

Jeffrey R. Sorensen
Treasurer, Kalamazoo Area Transportation Study



TO: Policy Committee
FROM: Jonathan Start, Executive Director
DATE: June 15, 2015
SUBJECT: June 11, 2015 Technical Committee Report

The Technical Committee met on June 11, 2015 at 9:00 at the Metro Transit main meeting room. Action was taken on four items. Information items and status reports were shared for the remainder of the meeting.

The action items before the Technical Committee included:

Bid Savings and Obligation Authority: After the May Technical Committee meeting, agencies were asked if they had a project that could be obligated yet this fiscal year using the approximately 26,000 dollars in bid savings from a Village of Vicksburg project. At the June Technical Committee meeting, only one project, a Metro Transit Purchase of replacement Demand Response vehicles, could be advanced to make use of these funds. The Technical Committee approved adding this project in the FY 2015 annual element of the FY 2-14 – 2017 Transportation Improvement Program.

Congress extended MAP 21, the Moving Ahead for Progress in the 21st Century from the end of May 2015 to the end of July 2015. This two month extension, instead of going to the end of the fiscal year, provides an additional 61 365ths of a year's funding to states and locals. Agencies whose projects we delayed due to reaching the obligation authority limit are trying to determine if the additional funds will allow their projects to proceed.

Proposed Amendments to the FY 2014 – 2017 Transportation Improvement Program: The Technical Committee reviewed a number of proposed amendments to the FY 2014 – 2017 Transportation Improvement Program. After discussing the projects, the Technical Committee recommended that the Policy Committee approve the amendments (Item 8. On the Policy Committee Agenda) including the funding for the additional demand response vehicle for Metro Transit Metro County Connect to use the bid savings from a Vicksburg project.

2045 Metropolitan Transportation- Plan Vision and Goals: The Technical Committee reviewed the draft 2045 Metropolitan Transportation Plan Vision and Goals. Discussion centered on what measure should be used in the safety portion of the first goal, Improving the Safety and Security of the Transportation System. Consensus was that fatal and disabling injury crashes should be the measure consistent with the State and Federal safety priorities.

There was some discussion on whether the measures under the 4th goal, Emphasize the Preservation of the Existing Transportation System should be changed from decreasing the percentage of structurally deficient bridges and poor surface rated streets since the existing funding levels make meeting these measures questionable. The national and state measures have not been set, and there is at least a two year time frame before they are set for Metropolitan Planning Organizations. It was decided that the measures were okay for now and there would be adequate time to modify them as needed at the next Metropolitan Transportation Plan revision. The consolidation of Goals and measures was appreciated by our Federal Highway Administration representative.

2045 Metropolitan Transportation Plan - Proposed Project Ranking Process: There was good discussion on the proposed Project Ranking Process that will assist in determining what projects are included in the fiscally constrained portion of the 2045 Metropolitan Transportation Plan. The distinction between the Metropolitan Transportation Plan and the Transportation Improvement Program was made. After the first 5 to 10 years, the road preservation projects will not be known so lump sums for this type of work will be included. The projects that will be impacted most under this process are capacity changing projects. There is further discussion on this in the Information Memo.

Updates were given on road, public transportation, and land use and planning activities. The major items were:

ROADS

Michigan Department of Transportation: The Sprinkle Road interchange is on track. Stadium Drive is targeted to open on September 10. Southbound US-131 between W. Main and the business loop experienced a lane failure. A temporary asphalt patch was placed. New Pure Michigan State Transportation Maps are available and may be obtained from MDOT.

City of Portage: Oakland Drive and Westnedge Avenue are still under construction. Oakland is about to finish. Lanes are anticipated to switch from the east to west sides on S. Westnedge in the next few weeks.

Village of Vicksburg: Construction will begin on W. Avenue now that school has let out.

City of Kalamazoo: Mills Street from Stockbridge to Michigan is anticipated to begin soon. Construction will initially be concentrating on Stockbridge from Kings Highway. One lane will be maintained in each direction. Work on the railroad track at Vine Street will result in approximately 2 weeks of full closure after the fourth of July. The Riverview project from Gull to Mosel will begin construction soon. There will be full closure at Mt. Olivet for re-alignment.

Road Commission of Kalamazoo County: Work is being done on intersection improvements at the U Avenue and 8th Street intersection. Base paving and embankment work is being done on 35th St. from Galesburg to G Avenue. Drainage improvements are complete on D Avenue, Sprinkle Road to 24th Street. Paving work is next. D Avenue from Adobe to Rolling Meadows work includes wedging and widening with paving to follow. Four way flashers signal anticipated approximately 3 weeks from the June Technical Committee meeting. Traffic will be restricted to one lane in each direction as work is completed on Sprinkle Road from E. Michigan to E. Main. The Texas Drive project design was submitted and the target for construction is still this year.

Kalamazoo Metro Transit: Kalamazoo Metro Transit has begun work on its 10 Year Service Vision Plan. Public and stakeholder meetings are scheduled. Comments will be compiled over the next few weeks. Draft recommendations will be available at the end of July with final plan target for completion in August.

LAND USE AND PLANNING

Kalamazoo County Planning: The 2016 Pictometry contract was approved on June 1. Flights will be in spring of 2016. The County also passed a Resolution of Support for the establishment of a Property Assessed Clean Energy (PACE) Program which provides financial solutions for energy improvements. More information is available at <http://www.leanandgreenmi.com/>. The county is investigating a grant application for Laser Imaging, Detection and Ranging (LIDAR) work.

City of Portage Planning: There is a potential project for a bank next to Earth Fare on Kilgore. Work continues on the Kenco project on Portage Road south of the airport. There will be roadwork on Portage Road in front of the facility for a de-acceleration lane and center turn lane. The city is seeing activity on W. Milham east of US-131. Copperleaf will be constructing a residential subdivision on the north side of W. Milham with 32 lots in the first phase. On the south side of Milham, Story Point has a site plan for an 180,000 square foot, 132 unit senior living community which will feature assisted living, independent living and memory care. If approved by the City Council on June 23, construction will start in July. Bickford Cottage is planning an expansion.

City of Kalamazoo Planning: Work continues on Master Plan updates. Target for completion is mid next year. The city is also developing a lighting ordinance for Stadium Drive. On Thursday, June 18, pop-up bike lanes will be placed to evaluate the proposed connection from downtown Kalamazoo to the Kalamazoo River Valley Trail.

Village of Augusta: The M-96 project at Galesburg-Augusta Intermediate and Middle School may be pushed back until next spring due to the potential for additional funding for sidewalk repairs. The project will still be obligated this year.

Federal Highway Administration: MAP-21 was extended until the end of July. Notice of Proposed Rulemaking is tentatively scheduled for July regarding System Performance. More information will follow when it is open for public comment. Dates will be set soon with KATS staff for the first Transportation Management Area (TMA) Certification Review.

Comstock Township: Work on the Master Plan continues. The township will begin public engagement this summer.

Kalamazoo Township: Kalamazoo Township is working on a new zoning ordinance. The date on the current ordinance is 1947.

Oshtemo Township: Field and Stream was approved.

The July 9, 2015, Technical Committee meeting was cancelled.



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TO: Policy Committee
FROM: Jonathan Start, Executive Director
DATE: June 8, 2015
SUBJECT: Public Transportation Monthly Report

The three Kalamazoo County public transportation Authority Boards continue to meet and discuss the decisions to be made by the new Central County Transportation Authority and how those decisions will impact service levels, other authority boards, and the millage. Information is being sent out on the August millage for the Central County Transportation Authority urban fixed route service.

The Van Buren County millage renewal was approved.

Public outreach and input is being solicited as part of the Ten Year Service Vision Plan for the public transportation system in Kalamazoo County. This plan is intended to help guide the system in improving and enhancing service as appropriate.



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TO: Policy Committee

FROM: Jonathan Start, Executive Director, Kalamazoo Area Transportation Study

DATE: June 2, 2015

SUBJECT: Southcentral Michigan Planning Council Report

During the month of May, 2015, KATS staff worked on the Michigan Department of Transportation Planning Activities for the Southcentral Michigan Planning Council. These activities include the following:

- Staff is preparing county Asset Management reports following data gathering in 2014.
- Finished collecting 2015 PASER Data in Barry County.
- Completed collecting 2015 PASER data in Kalamazoo County.
- Finishing maps of public transit service areas as part of the regional focus of the Governor on Regional Mobility



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TO: Policy Committee
From: Jonathan Start, Executive Director
Date: June 8, 2015
Subject: Regional Prosperity Initiative Report

Regional Prosperity Initiative committee continues to meet. The main committee has formed sub-committees for the main initiative areas of emphasis. These subcommittees are reviewing their goals and objectives and in that process are reviewing and rating broad potential project areas. High rated areas will have letters sent out soliciting letters of interest for projects that may be funded by the committee. The amount of dollars available would most likely be used as match for other funds to do a larger project.

The committee continues to meet on the first Thursday of the month at the Groves at Kalamazoo Valley Community College.



Kalamazoo Area Transportation Study
Draft Minutes of the May 27, 2015 Policy Committee Meeting

CALL TO ORDER

The May meeting of the Kalamazoo Area Transportation Study Policy Committee was called to order at 9:00 a.m. at Kalamazoo Metro Transit by Chair Anderson.

ROLL-CALL

Meeting attendance was recorded on the sign-in sheet.

Members Present

David Anderson-Chair	City of Kalamazoo
John Clement	Van Buren Transit
Carol Daly	Village of Mattawan
Marsha Drouin	Richland Township
John Gisler	Kalamazoo County Board of Commissioners
Beth Griffin	Van Buren County Board of Commissioners
Libby Heiny-Cogswell	Oshtemo Township
Jeff Heppler	Village of Augusta
Lawrence Hummel	Van Buren County Road Commission
Joanna Johnson	Road Commission of Kalamazoo County
Linda Kerr	Texas Township
John Lanum	Michigan Department of Transportation-Statewide Planning
Garrylee McCormick	Transit Authority Board
Carl Newton	City of Galesburg
Ann Nieuwenhuis	Comstock Township
Pete Pfeiffer	Michigan Department of Transportation Kalamazoo
Ron Reid	Kalamazoo Township
Randy Smith	Brady Township
Jeff Sorensen	Cooper Township
Thomas L. Swiat, Jr.	Prairie Ronde Township
Linda Teeter	Kalamazoo County Transportation Authority
Terry Urban	City of Portage

Members Absent

Bill Adams	Village of Vicksburg
Jeremiah Cook	Village of Richland
Paul Dykstra	Ross Township
Michael Grabbe	Village of Lawton

Keith Gunnett	Village of Schoolcraft
Robert Heasley	City of Parchment
Michele McGowen	KATS Citizen Advisory Committee
Larry Nielsen	Village of Paw Paw
Greg Rosine	Western Michigan University
Greg Thomas	Pavilion Township
Don Ulsh-Vice Chair	Schoolcraft Township

Others Present

Megan Arndt	Kalamazoo Area Transportation Study
Matt Johnson	City of Kalamazoo
Frederick Nagler	Kalamazoo Area Transportation Study
Jonathan R. Start	Kalamazoo Area Transportation Study
Monica Zehner	Kalamazoo Area Transportation Study

CHANGES OR ADDITIONS TO THE AGENDA - NONE

APPROVAL OF THE AGENDA

MOTION by Kerr, SECOND by Drouin, *“to approve the agenda for the May 27, 2015, Policy Committee Meeting.”* Motion approved.

CITIZENS’ COMMENTS-NONE

CONSENT AGENDA

Information pertaining to items on the consent agenda were included in the meeting materials. The following items were included on the consent agenda:

- Acceptance of the Treasurer’s Report
- Acceptance of the Technical Committee Report (May 14, 2015)
- Acceptance of the Public Transportation Monthly Report
- Acceptance of the Southcentral Michigan Planning Council Report
- Acceptance of the Regional Prosperity Initiative Report
- Approval of the Minutes from the April 29, 2015 Meeting
- Obligation Authority Letter from Local Agency Programs

MOTION by Sorensen, SECOND by Hummel, *“to accept and approve the items on the consent agenda as listed.”* Motion approved.

CITIZENS ADVISORY COMMITTEE REPORT

Start reported that the Kalamazoo Area Transportation Study Citizen Advisory Committee (CAC) met on Thursday, May 25. The meeting focused on the concerns regarding the committee bylaws expressed by the Policy Committee at the April 29 Policy Committee meeting.

The CAC has proposed that the committee membership consist of a 5 member minimum and a 9 member maximum. The members of the CAC will go through an application process with members to be selected by the KATS Policy Committee. Individuals on the CAC will be those stakeholders associated with transportation in the community.

NATIONAL HIGHWAY SYSTEM RECOMMENDATION

Proposed changes to the National Highway System (NHS) were included in the meeting materials. Start reported that last month, the Policy Committee had approved changes to the National Functional Classification System. The proposed changes to the NHS were included in these changes. The Michigan Department of Transportation has asked that the proposed changes to the NHS be approved as a separate action item. The proposed changes are:

- Douglas Avenue from Kalamazoo Avenue to Mosel/Barney Road, change from Principal Arterial to Minor Arterial, and
- Portage Street between Southtown and Michigan, change from Principal Arterial to Major Collector.

Anderson inquired if the changes were based upon traffic counts. Start verified that traffic counts and geometrics had been considerations for the proposed changes.

MOTION by Johnson, SECOND by Sorensen, *“to approve the proposed changes to the National Highway System.”* Motion approved.

FY 2016 UNIFIED PLANNING WORK PROGRAM

Copies of the draft FY 2016 Unified Planning Work Program (UPWP) were included in the meeting materials.

Start reported on the FY 2016 UPWP. He stated that the major activities for the Kalamazoo Area Transportation for 2016 would be the continued development and adoption of the 2045 Metropolitan Transportation Plan, the FY 2017-2020 Transportation Improvement Program and the completion of the Travel Demand Model. No special studies by local agencies would be completed using KATS funding.

Start reported that the use of third party in-kind contributions for the local match requirement had not yet been approved by the Federal Highway Administration (FHWA) and asked that the Policy Committee approve the draft FY 2016 UPWP contingent upon the approval of FHWA to use third party in-kind contributions.

MOTION by McCormick, SECOND by Sorensen, *“to approve the FY 2016 Unified Planning Work Program contingent upon receiving approval from FHWA to use third party in-kind contributions for the local match requirement.”* Motion approved.

KATS LOGO

Start reported that KATS had utilized Crowdspring to seek submissions for a new KATS logo. Staff narrowed the selection to the top three design choices in their opinion. Copies of these three logo submissions were distributed at the meeting.

Gisler opined that the second logo would be cost prohibitive due to its color usage. Stepek clarified that all three submissions contained black and white versions of the design and were not separate choices.

Griffin opined that the second entry captured all modes of transportation. Heiny-Cogswell concurred. Kerr noted the second entry was the only one to include the text identifying KATS as the Kalamazoo Area Transportation Study. It was noted that the selected logo could be modified once purchased.

MOTION by Sorensen, SECOND by Johnson, *“to select entry two as the new KATS logo.”* Motion approved.

CONSENT AGENDA DISCUSSION

Sample consent agendas from the City of Kalamazoo City Commission, Cooper Township, and Oshtemo Township were included in the meeting materials.

Start reported that at the April Policy Committee meeting, it had been suggested that the items included on a consent agenda be discussed.

Swiat, opined that items included on the consent agenda should routine and not be items that would be contested. In Prairie Ronde, the minutes are not included on the consent agenda so that they are open for public review and in the event that the minutes require discussion or corrections. Griffin concurred with Swiat noting KATS must consider the public perspective and be as transparent as possible.

Reid, agreed the inclusion of items on the consent agenda should be those items that are routine and not likely to be controversial. He noted that if any one person wished to have the item removed from the consent agenda, it can be done by request. He noted that the public is informed via the KATS website of meeting times with meeting materials being available a week prior to the meeting. He opined that transparency was observed.

Nieuwenhuis, noted that similar considerations had been discussed when using a consent agenda at Comstock Township. Each item on the consent agenda is read and any inquiry is made as to whether anyone would like an item removed from the consent agenda. Nieuwenhuis reported that very few requests to pull items from the consent agenda had been made other than for corrections to the minutes.

Gisler noted that Kalamazoo County does not include the minutes on the consent agenda.

Kerr noted that Texas Township does include the minutes on the consent agenda. She noted the minutes are available as part of the meeting materials and can be pulled from the consent agenda in the event that discussion or corrections are necessary.

Urban, noted that the City of Portage does not include the minutes on the consent agenda. He stated that in the City of Portage, financial items were regularly included on the consent agenda and items were routinely removed from the consent agenda. Items on the consent agenda are read and an inquiry is made as to whether or not anyone would like to remove an item from the consent agenda.

Anderson reported that the City of Kalamazoo does include minutes on the consent agenda. The city incorporates clear language on the agenda itself as to removing an item from the consent agenda for discussion.

Johnson spoke in favor of incorporating a statement regarding the removal of items from the consent agenda on the KATS Policy Committee agenda.

Start noted that based upon discussion, staff would use discretion to determine items included on the consent agenda. Items which were not routine or required discussion would not be included on the

consent agenda. A statement would also appear on the agenda in regard to the removal of an item from the consent agenda. Policy Committee members will provide staff with feedback regarding consent agenda items if necessary.

2045 METROPOLITAN TRANSPORTATION PLAN GOALS AND OBJECTIVES

Copies of the draft Goals and Objectives Section for the 2045 Metropolitan Transportation Plan (MTP) were included in the meeting materials. Copies of the 2045 MTP Project Prioritization Process were distributed at the meeting.

Start reported that the draft goals and objectives have been revised in response to federal guidance regarding performance based measures. He noted that the wording did not incorporate specific number targets since final rulemaking is not complete. This draft is an interim step to demonstrate performance measures are being considered in the development of the MTP.

Members of the Technical Committee were asked to submit comments at the last Technical Committee meeting. Members of the Policy Committee were asked to submit their comments to KATS staff for consideration and incorporation in the draft to be presented for approval next month.

PUBLIC TRANSPORTATION UPDATES

Teeter reported that Mekemson has resigned his position with the Kalamazoo County Transportation Authority (KCTA). Teeter will represent KCTA on the Policy Committee. An alternate will be designated. The Central County Transportation Authority and the Kalamazoo County Transportation Authority will be meeting as Committees of the Whole. The millage will be held on August 4. Individual meetings are being held with Kalamazoo County Board of Commissioners to ensure all members are aware of the issues.

McBride reported that Kalamazoo Metro Transit has employed a consultant for a Ten Year Service Vision. Input meetings will be held on June 10 and June 11 with stakeholders. Information will be sent to Policy Committee members. The proposed millage will be for 0.75 mills. The millage election will be August 4. The participating municipalities are the Cities of Parchment, Kalamazoo, and Portage, Comstock Township, Kalamazoo Township, and five precincts in Oshtemo Township.

NEW BUSINESS

Johnson, M. of the City of Kalamazoo reported that the city held a Charrette during Bike Week. This was the first of many public input sessions regarding the City of Kalamazoo Non-motorized Plan updates. Focus will be on the completion of Sections 3 and 4 for inclusion in the KATS 2045 Metropolitan Transportation Plan. Sections 5, 6, and 7 will follow for incorporation in the City of Kalamazoo Master Plan. On June 18, the city will create a pop-up bike lane to coincide with Dump the Pump Day. The purpose of the temporary bike lane is to identify potential issues with the proposed route connection to the Kalamazoo River Valley Trail through downtown Kalamazoo and provide an opportunity for public input.

Lanum reported that legislators have approved a two month extension until July 31st for Obligation Authority. FY 2015 projects will be obligated with advance construct projects being given priority for funding. Start reported that two projects in the planning area have not been obligated: the Road Commission of Kalamazoo County and City of Kalamazoo E. Main Project and the Van Buren County

Road Commission Red Arrow Highway Project. Johnson reported that the E. Main Project will be moving forward as advance construct.

Johnson inquired as to if a list of projects awaiting obligation on a statewide basis was available. She noted a similar situation would arise when the obligation authority extension was exhausted. She asked how the State of Michigan was doing in regard to federal funding for projects. Lanum reported that across the state, federal funding and obligation was an issue. He noted, the U.S. Congress will be aware of transportation funding needs on July 31st. Lanum noted that the State does have \$400 million in the State Transportation Budget to match federal aid. All agencies were again encouraged to design and submit projects early for early obligation.

Start reported that KATS was listed as number one in the State of Michigan for Transportation Improvement Program (TIP) stability. He noted the stability was based upon those projects included on the TIP which were actually completed.

Start met with Sam Crowl of Operation Lifesaver regarding Rail Safety. Operation Lifesaver has ten new volunteers and is willing to coordinate education on rail safety with KATS.

CITIZEN COMMENTS

Linda Teeter, resident of the City of Kalamazoo, reported for Citizens for Community Transportation which is advocating for a “Yes” vote on the 0.75 mills in August. Teeter noted there are approximately 10,200 frequent voters in the district of about 70,000 total voters. These voters have consistently voted on transit millage elections since 2006. The campaign committee is comprised of volunteers. Campaign calls were made on May 26. There will be a mailing going out to all voters in the area. The website is www.publictransitnow.com.

Anderson inquired if there was any fundraising for the Campaign. Teeter noted the fundraising target was \$20,000. The campaign has met its target. Any funds not spent for the August 4 millage will be carried over.

MEMBER COMMENTS

Newton reported on the City of Galesburg event, Prom Crash. He noted the event incorporated visuals and emergency responders to simulate vehicle accidents and communicate the dangers of driving while under the influence of alcohol or drugs. Lanum noted it might be worth considering also addressing cell phone usage and the dangers of driving distracted.

Sorensen reported the Kalamazoo County Chapter of the Michigan Township Association (MTA) will be meeting tonight in Schoolcraft Township at 6:30 p.m. All who were interested in attending the Kalamazoo County Chapter of MTA Annual Golf Outing were asked to contact Sorensen. This year’s golf outing will be held in memory of Alan Bussema, former Richland Township Supervisor. Proceeds will benefit the American Cancer Society Richland Relay for Life.

Reid reported Kalamazoo Township Board of Trustees adopted a Resolution of Support for Dump the Pump Day at their May 26 meeting. Reid noted that other agencies could use the township resolution in the development of their own Resolution of Support for Dump the Pump Day. He noted he would forward the Resolution to KATS staff to distribute to members.

McCormick inquired if a left turn signal had been considered on Shaver Road near Borgess to increase safety. Start reported he would bring the matter to the local agency.

Heiny-Cogswell noted that Larson has retired. Larson was the township's Policy Committee alternate. A new alternate for KATS Policy Committee will be appointed. The township will be working with the City of Kalamazoo and the Road Commission of Kalamazoo County on the design of Drake Road from W. Main to Stadium Drive. Efforts continue on 10th Street for Non-motorized planning. The Downtown District Authority is working on streetscape efforts for Stadium and 9th Street area.

Gisler commented that he had attended a Robert's Rules Seminar. He noted that when a meeting was called to order or adjourned, the gavel was tapped once. He also commented that when a motion is made, to support a motion is to express an opinion in favor of the motion whereas a second indicates a readiness to vote on the motion.

ADJOURNMENT

There being no other business, Chair Anderson adjourned the meeting at 10:05 a.m. The next meeting of the Kalamazoo Area Transportation Study Policy Committee will be held on June 24, 2015, at 9:00 a.m. at Kalamazoo Metro Transit.

Kalamazoo Area Transportation Study FY 2014 - 2017 Transportation Improvement Program

6/26/2013 (4/29/2015)

Required Fields																							
Fiscal Year	County	Respon-sible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/ Rural Action Date	Amend-ment Type	Air Quality	Comments	Total Project Cost (\$1000s)
2015	Kalamazoo	MDOT	Kilgore / W I-94 Ramp	east of Lovers Lane to east of Portage Road in the cities of Kalamazoo and Portage, Kalamazoo County	1.16	Widen - major (capacity increase)	Roadway reconstruction and widening and interchange reconstruction	PE		368	HPSL	71	M	10	CITY	450	105885		06/24/15	Add	NE	Addition of PE phase of project 6/24/15;	33,098
2015	Kalamazoo	MDOT	I-94	east of Portage Road to west of Sprinkle Road in the City of Kalamazoo, Kalamazoo County	1.20	Widen - major (capacity increase)	Roadway reconstruction and widening and reconstruction and widening of 2 railroad bridges and a large culvert	PE		368	HPSL	71	M	10	CITY	450	105886		06/24/15	Add	NE	Addition of PE phase of project 6/24/15;	34,660
2015	Van Buren	MDOT	I-94	over Paw Paw River & I-196 over Black River	0.48	Bridge - other	Articulating Concrete Block, Riprap, Slope Repair	PE		32	IM	4	M			35	126902		06/24/15	Add	E	50% of funds outside MPO area, Addition of project 6/24/15;	2,056
2015	Van Buren	MDOT	I-94	over Paw Paw River & I-196 over Black River	0.48	Bridge - other	Articulating Concrete Block, Riprap, Slope Repair	SUB		92	IM	10	M			102	126902		06/24/15	Add	E	50% of funds outside MPO area, Addition of project 6/24/15;	2,056
2015	Kalamazoo	MDOT	US-131BR	I-94 BL to south of Kalamazoo North City Limits	1.34	Resurface	Cold Milling and HMA One Course Overlay	PE		112	NH	25	M			137	127456		06/24/15	Add	E	Addition of project 6/24/15;	1,099
2016	Kalamazoo	MDOT	US-131BR	I-94 BL to south of Kalamazoo North City Limits	1.34	Resurface	Cold Milling and HMA One Course Overlay	ROW		25	NH	5	M			30	127456		06/24/15	Add	E	Addition of project 6/24/15;	1,099
2015	Kalamazoo	MDOT	I-94 BL	Oliver to Harrison St	2.00	Studies	Environmental Study (PEL) to determine the corridor configuration and maintenance of traffic concepts	EPE		409	NH	91	M			500	127489		06/24/15	Add	E	Addition of project 6/24/15;	500
2015	Kalamazoo	Public Transit	Vehicle Replacement	Demand Response		Transit vehicle additions/replacements	To purchase up to 2 (two) MCC Van replacements	T-Cap		26	STU	7	CTF			33			06/24/15	Add	E	Addition of new project 6/24/15 using bid savings from JN#126139, 6/24/15;	33
2016	Kalamazoo	Kalamazoo	Drake Rd	Drake Road from West Michigan Avenue to Greenmeadow Road		Roadside facility	Construction of a shared use path	CON		321	HSIP			80	CITY	401	127385		06/24/15	Add	E	Addition of project 6/24/15;	
2016	Kalamazoo	KCRC	Stadium Dr	from 4th Street to 6th Street	1.03	Traffic ops/safety	Construct CLTL, intersection improvements at 4th, traffic signal upgrades at 4 and 6th, and signal timing	CON		600	HSIP			147	CITY	747	127387		06/24/15	Add	E	RCKC Safety Project, 6/24/15;	747
2016	Kalamazoo	Portage	South Westnedge Avenue	at Romence Road		Traffic ops/safety	Traffic signal upgrade with reflective backplates, countdown peds, lighting and fixed object removal	CON		290	HSIP			29	CITY	290	127386		06/24/15	Add	E	City of Portage Safety Project, 6/24/15;	290
2017	Kalamazoo	MDOT	US-131BR	I-94 BL to south of Kalamazoo North City Limits	1.34	Resurface	Cold Milling and HMA One Course Overlay	CON		763	NH	169	M			932	127489		06/24/15	Add	E	Addition of project 6/24/15;	1,099
2018	Kalamazoo	MDOT	I-94	EB at MM 83 and WB at MM 82, Comstock Township	2.25	Roadside facility	Construct Emergency/Crash Investigation sites	PE		92	CM	20	M			112	127501		06/24/15	Add	E	Addition of Project to Illustrative List, 6/24/15	853
2015	Kalamazoo	MDOT	Kilgore / W I-94 Ramp	east of Lovers Lane to east of Portage Road in the cities of Kalamazoo and Portage, Kalamazoo County	1.16	Widen - major (capacity increase)	Roadway reconstruction and widening and interchange reconstruction	ROW		41	HPSL	8	M	1	CITY	50	105885		06/23/15	Cost	NE	Addition of Project 12/4/13; Change in FY from 2014 to 2015 11/19/14; Increase in total cost from \$500,002 to \$600,002 2/25/15; CON phase (FY 2020) programmed at \$29,781,300 (\$24,375,995 federal; \$5,030,710 state; \$374,595 local), Total Project Changed from \$600,002 to \$30,381,300 to reflect addition of CON phase, 4/29/15; Admin modification to Total Project cost from \$30,381,300 to \$33,097,837, 6/24/15	33,098
2015	Kalamazoo	MDOT	I-94	east of Portage Road to west of Sprinkle Road in the City of Kalamazoo, Kalamazoo County	1.20	Widen - major (capacity increase)	Road reconstruction and widening and reconstruction and widening of 2 railroad bridges and a large culvert	ROW		41	HPSL	8	M	1	CITY	50	105886		06/25/15	Cost	NE	Addition of Project 12/4/13; Change in FY from 2014 to 2015 11/19/14; Increase in total cost from \$500,002 to \$600,004 2/25/15; CON phase (FY 2020) programmed at \$31,082,200 (\$25,440,781 federal; \$5,278,843 state; \$362,576 local), Total Project cost change from \$600,004 to \$31,682,200 to reflect addition of CON phase, 4/29/15; Admin modification to Increase in total project cost from \$31,682,200 to \$34,660,074, 6/25/15;	34,660

Kalamazoo Area Transportation Study FY 2014 - 2017 Transportation Improvement Program

6/26/2013 (4/29/2015)

Required Fields																							
Fiscal Year	County	Respon-sible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/ Rural Action Date	Amend-ment Type	Air Quality	Comments	Total Project Cost (\$1000s)
2015	Kalamazoo	MDOT	I-94	east of Portage Road to west of Sprinkle Road in the City of Kalamazoo, Kalamazoo County	1.20	Widen - major (capacity increase)	Road reconstruction and widening and reconstruction and widening of 2 railroad bridges and a large culvert	SUB		82	HPSL	16	M	2	CITY	100	105886		06/26/15	Cost	NE	Addition of Project 12/4/13; Change in FY from 2014 to 2015 11/19/14; Increase in total cost from \$500,002 to \$600,004 2/25/15; CON phase (FY 2020) programmed at \$31,082,200 (\$25,440,781 federal; \$5,278,843 state; \$362,576 local), Total Project cost change from \$600,004 to \$31,682,200 to reflect addition of CON phase, 4/29/15; Admin modification to Increase in total project cost from \$31,682,200 to \$34,660,074, 6/25/15;	34,660
2015	Kalamazoo	MDOT	I-94	Westbound I-94 from ML Ave E to Michigan Ave E	7.86	Resurface	Cold Milling & Bituminous Overlay	CON		2,084	IM	232	M			2,315	122066		06/24/15	Cost	E	Addition of Project 3/26/14, Admin change in FY from 2016 to 2015 11/19/14; Correction in length from 7.32 to 7.862, Federal cost from \$2,286,900 to \$2,083,500, state cost from \$254,100 to \$231,500, total cost from \$2,541,000 to \$2,315,000, 6/24/15;	2,600
2015	Kalamazoo	Vicksburg	E. Highway Street	230' west of Kalamazoo Street to E. Village Limits	0.38	Resurface	Hot Mix Asphalt pavement, storm structures, pavement markings & signage, sidewalks, and restoration	CON		252	STU			43	VLG	315	126139		06/24/15	Cost	E	Addition of project 9/24/14; Reduction in federal amount from \$280,000 to \$253,000 due to bid savings, admin change, Total project cost from \$350,000 to \$315,023, VLG from \$70,000 to \$43,004, 6/24/2015;	315
2016	Kalamazoo	KCRC	9th St	I-94 to Meridian Drive	1.73	Resurface	3" mill and resurface with Hot Mix Asphalt overlay.	CON		1,000	STU	200	M	361	CNTY	1,561	103148		06/24/15	Cost	E	Kalamazoo County Road Commission, addition of \$200,000 state funds, reduction in local cost from \$561,000 to \$361,000, change in scope from I-94 to Atlantic Ave to I-94 to Meridian Dr, 6/24/15;	1,561
2016	Kalamazoo	MDOT	I-94 BL	at Howard Street intersection	0.56	Reconstruct	Reconstruct to install dual left turn lanes at the intersection	ROW		491	ST	95	M	14	City	600	101089		06/24/15	Cost	E	CON Phase scheduled for 2018 with phase cost of \$10,784,000, New project 4/29/15; Federal cost from \$409,250 to \$491,100, State Cost from \$79,406 to \$95,287, local cost from \$11,244 to \$13,613, Total Project cost from \$11,953,000 to \$8,506,000, 6/24/15;	8,506
2016	Kalamazoo	MDOT	I-94 BL	at Howard Street intersection	0.56	Reconstruct	Reconstruct to install dual left turn lanes at the intersection	PE		598	ST	116	M	17	City	730	101089		06/24/15	Cost	E	CON Phase scheduled for 2018 with phase cost of \$10,784,000, New project 4/29/15; Fed cost from \$526,296 to \$597,505, State cost from \$102,116 to \$115,933, local cost from \$14,588 to \$16,532, Total Project cost from \$11,953,000 to \$8,506,000, 6/24/15;	8,506
2015	Kalamazoo	MDOT	Trunkline Traffic Operations and Safety-GPA	Regionwide		GPA	Trunkline Traffic Operations and Safety	CON											11/19/14	Delete	E	Addition of project 11/19/14, Deletion of GPA for line item of JN 116713, 6/24/15;	5
2015	Kalamazoo	MDOT	US-131	I-94 to Shaver Road	6.645	Resurface	Multi course HMA overlay	CON		9,560	NH	1,920	M	200	CITY	11,680	116399		06/24/15	Scope	E	Addition of project 7/30/14; Change in Scope to I-94 to Shaver Road 9-24-14; Change from FY 2016 to 2015 and total project cost to \$12,780,000 11/19/14; Change in primary work type from Restore and Rehabilitate to Resurface 2/25/15; Administrative Length correction to 6.645 from 6.575, 6/24/15	12,780
2015	Kalamazoo	Public Transit	Transit Facility	1/1/15-12/31/15		Transit capital	Design, procure, and install security system in the maintenance and garage area of the administration building	T-Cap		80	5307	20	CTF			100			06/24/15	Scope	E	Addition of project 7/30/14; Change scope from Develop a security system for employee parking lot, 6/24/15;	100
2017	Kalamazoo	MDOT	M-43	M-43 from US-131 to Stadium Drive (I-94BL) and on Kalamazoo Ave (M-43) from Pitcher Street to West Main Street	4.634	Resurface	Cold Milling and HMA resurfacing with ADA sidewalk ramps	CON		2,043	NH	453	M			2,496	123262		06/24/15	Year	E	Addition of project 7/30/14; Scope change from US-131 to Stadium Drive (I-94BL) to M-43 from US-131 to Stadium Drive (I-94BL) and on Kalamazoo Ave (M-43) from Pitcher Street to West Main Street, change to total project cost 11/19/14; Moved from FY 2016 to FY 2017 6/24/15;	2,636

2045 Metropolitan Transportation Plan for the Kalamazoo Area

Chapter 2 Vision and Goals

The development of an overall vision and goals is an important first step in the preparation of the 2045 Metropolitan Transportation Plan. The vision and goals serve as a broad framework to guide the planning process in the identification of efficient and effective short and long range transportation strategies, decisions, and investments.

It should be noted that some of the stated goals and strategies may conflict with one another. This situation is to be expected and reflects the realistic conflicts, trade-offs and choices which must be weighed by policy makers in the course of the transportation decision process.

The goals and strategies were developed using the 2035 Metropolitan Transportation Plan objectives, citizen and policy input, and MAP-21 national performance goals in a consultation process involving Technical Committee and Policy Committee. To keep the planning process dynamic, the Metropolitan Transportation Plan will be updated every four years as required by the current federal transportation legislation. Under MAP-21 and continuing legislation, the metropolitan planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors [23USC §150(b)]:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

With the goals from the 2035 Metropolitan Transportation Plan for the Kalamazoo Area and the new performance based goals of MAP-21 as a starting point, KATS worked to

2045 Metropolitan Transportation Plan for the Kalamazoo Area

simplify the vision and goals for the 2045 Metropolitan Transportation plan to provide a clearer vision for the areas transportation system.

Regional Transportation Vision

To provide a safe and balanced regional multimodal transportation system that increases the vitality of our society, economy and environment for business, residents and future generations.

1. Goal: Improve the Safety and Security of the Transportation System

Strategies:

- Provide a surface transportation system that is safe through best engineering practices.
- Include appropriate methods to enhance the security of the surface transportation system.
- Encourage educational efforts to improve motorized and non-motorized user behavior and the joint use of the transportation system.

Measures:

- Decrease number of annual crash fatalities.
- Decrease number of annual disabling injuries.
- Decrease number of pedestrian/non-motorized crashes.

2. Goal: Increase the Accessibility, Reliability, and Mobility of the System for People, Freight and Services.

Strategies:

- Provide transportation opportunities to people who are transportation disadvantaged.
- Promote the efficient management of the public transportation, non-motorized and pedestrian components of the transportation system.
- Leverage technology, communications and management strategies to maximize the capacities of the existing transportation system.
- Accommodate freight movers in transporting industrial, commercial, and agricultural products while minimizing adverse impacts to other transportation system users.

Measures:

- Increase transit total revenue service hours.
- Increase the extent of the bicycle and pedestrian network (mileage)
- Decrease the percentage of congested urban roadways.

3. Goal: Invest strategically in transportation infrastructure to enhance the area's livability and sustainability.

Strategies:

- Increase the availability of modes other than single occupant motor vehicles through public transit, ridesharing, and non-motorized usage.

2045 Metropolitan Transportation Plan for the Kalamazoo Area

- Reduce on-road mobile source emissions affecting air quality.
- Minimize and/or mitigate any disproportionate impact of transportation projects within residential areas and to traditionally transportation disadvantaged populations.
- Encourage the development of policies and programs that promote context-sensitive highway design that preserves a communities' aesthetic and natural resources.

Measures:

- Increase percentage of work trips using alternative modes (Transit, bicycling, walking, etc.)
- Increase percentage of total federal funds invested in environmental justice tracts.

4. Goal: Emphasize the Preservation of the Existing Transportation System.

Strategies:

- Preserve the functional, structural, and operational integrity of the transportation network.
- Provide an adequate capital equipment replacement program to assure reliability and minimize maintenance costs for the public transportation service providers.

Measures

- Decrease percentage of structurally deficient bridges.
- Decrease percentage of roads in region classified as "poor" through PASER rating system.
- Increase the percentage of transit vehicles operating within their remaining service life.

KATS Metropolitan Transportation Plan

Project Ranking Process

This scoring process is intended to assist in the ~~selection~~ **ranking** of worthy roadway, public transportation, bicycle, pedestrian, ~~and~~ freight and operational projects for the KATS 2045 Metropolitan Transportation Plan (MTP). This process provides a systematic approach to ranking the numerous projects which will need to be evaluated in the development of a financially constrained Metropolitan Transportation Plan.

A numeric ranking for each project allows for a relative comparison between projects. This scoring process is meant to ~~provide information for~~ **guide** decision-making, ~~and in the development of a recommended list of projects in the plan at a very high level.~~ Since the ~~MTP~~ **Metropolitan Transportation Plan** does not directly assign funding to projects, this ~~prioritization~~ **ranking** is for planning purposes ~~only~~ **in developing the fiscally constrained and illustrative project lists.**

Several criteria are evaluated in the scoring process. The first ~~four~~ **five** criteria apply to all projects and provide a potential of 30 points. A project is then scored under the roadway or transit sections, all of which provide a potential for another 20 points for a total possible 50 points. A description of the criteria and the KATS 2045 Metropolitan Transportation Plan project scoring process follows.

OVERALL CRITERIA

There are ~~four~~ **five** criteria that provide a potential of 30 points to each transportation project recommendation:

Environmental Justice

The environmental justice criterion addresses the possible transportation impacts on minority, elderly, low income, disabled and/or zero-car household populations. Impacts could include such things as effects on travel times, division of neighborhoods, and change in noise and/or air pollution, which may occur as a result of project implementation. This is a subjective evaluation. Projects are awarded point values as follows:

Positive impact	5 points
No impact	0 points
Negative impact	-5 points

Economic Vitality

The economic vitality criterion awards points for projects that serve to support existing, expanding or new non-retail employment centers. Projects are awarded point values by demonstrating:

Significant positive impact for new/expanding economic activity	5 points
Support for existing economic activity	2 points
Projects not demonstrating a significant positive impact	0 points

Air Quality/Congestion

The air quality/congestion criterion relates to continued efforts to improve the region's air quality and encourage investment in more environmentally friendly forms of fuel use. Reduction in vehicle miles of travel (VMT), vehicle hours of travel (VHT), and the use of cleaner vehicles will be considered in the allocation of up to 10 points based on anticipated reduction of vehicle emissions. A maximum score of 10 points could be awarded for projects involving a location with high average daily traffic (ADT), a high percentage of trucks, high current congestion, and a potential for a large improvement in congestion due to project implementation. Examples of potential improvements include construction of a new roadway link reducing circuitous travel (VMT reduced) consistent with the KATS Congestion Management Process, additional intersection turn lanes (VHT reduced), addition of a new bus on an existing route reducing headway (VMT and VHT reduced), or the replacement of older diesel buses with new hybrid electric buses (cleaner vehicles). Projects are awarded point values as follows:

Significant VMT/VHT reduction and increase cleaner vehicles	10 points
Moderate VMT/VHT reduction and/or increase in cleaner vehicles	5 points
Low VMT/VHT reduction and/or increase in cleaner vehicles	1 point
Increase in VMT/VHT or decrease in clean vehicles	-5 points

Complete Streets/Multimodal/Intermodal

The complete streets/multimodal/intermodal criterion awards points based on the project's ability to include or enhance more than the primary mode or specifically address freight intermodal needs. If the proposed project facilitates intermodal integration and connectivity, or includes design elements for more than one transportation mode up to ~~10~~ 5 points may be awarded. An example of multimodal integration as well as a complete street improvement would be a roadway reconstruction project that creates adequate space for bicycle use, even though a formal bike path is not part of the design. Another example would be a bus purchase by a transit operator where the specifications called for bicycle racks to be included. An example of multimodal investment is a roadway project that provides bus turnouts at designated bus stops, or a bus preemption feature in the traffic signal design. If a transit operator proposed a project for a park-and-ride lot/transfer center that included a linkage to an existing bike path and provided bike racks, the maximum of ~~10~~ 5 points could be scored for this intermodal project. Projects are awarded point values as follows:

Three or more modes or intermodal freight project	10 points 5 points
Two mode design	5 points 3 points
Primary mode only included in project proposal	0 points

Environmental Impact

The environmental impact criterion addresses the impact transportation projects may have on environmentally sensitive areas. Input received through the environmental consultation process informs the score for this element. Up to five points are awarded. Projects are awarded point values as follows:

<i>Project avoids environmentally sensitive area(s)</i>	<i>5 points</i>
<i>Any environmental impact(s) will be mitigated</i>	<i>3 points</i>
<i>Environmental impact(s) will not be mitigated</i>	<i>-5 points</i>

ROADWAY PROJECTS

There are four criteria that provide a potential of 20 points to each roadway-specific transportation project recommendation:

Impact on Safety

The scoring process also takes into consideration the extent to which the project will have a positive impact on improving the level of safety for roadway travelers. The impact on safety criterion ranges from one to five points and is based off the **most recent three five year average** number of crashes per million vehicle miles traveled (MVMT) and **the** overall impact on safety. New facilities will be scored based on existing routes that the project is designed to alleviate, if any. Projects are awarded point values as follows:

Step 1

High positive impact on improving safety (More than 5 or more crashes per MVMT)	5 points
Medium positive impact on improving safety (5 to 9 crashes per MVMT)	3 points
Low impact on improving safety (1 to 4 or less crashes per MVMT)	1 point

Step 2

High positive impact on improving safety	3 points
Medium or low positive impact on improving safety	2 points
No positive impact on improving safety	0 points

Average Daily Traffic (ADT)/Facility Type

The average daily traffic (ADT) or facility type criterion combines two features which are a barometer of a roadway's significance in the regional system. This combination allows for the consideration of both current volume and functional hierarchy. This combination permits the roadways with high volumes to be assigned a high score even if the facility is not high on the functional class system. ADT and functional class are both readily available data. High volume roadways on the interstate system will score highly (up to 5 points) and low volume local roads will be scored zero. Projects are awarded the highest point value of either data source as follows:

40k+ or Freeway/Expressway	5 points
30k+ or Principal Arterial	4 points
20k+ or Minor Arterial	3 points
10k+ or Collector	2 points
Less than 10k or Local	0 points

Level of Service Impact

The extent to which the proposed project alleviates the future level of congestion (impact on 2045 LOS) has a range of one to five points. If the proposal does not improve the congestion at all, zero points are awarded. Any new facility will be scored based on existing routes it is designed to alleviate, if any. Projects are awarded point values as follows:

High impact on reducing future congestion w/out expansion	5 points
Medium impact on reducing future congestion or high impact with expansion	3 points

Low impact on reducing future congestion	1 points
Increases future congestion	5 points

Preservation of the Transportation System

The extent to which the proposed project preserves the functional, structural, and operational integrity of the transportation network. Up to five points are awarded. Projects are awarded point values as follows:

Preservation Project with Operational Improvements	5 points
Preservation project only	3 points
Capacity project (as defined by the Interagency Workgroup)	1 point

Freight Volume

The freight volumes criterion provides points for roadway projects based on ***the current or projected*** percentage of truck traffic within the project area. Up to five points are awarded. Projects are awarded point values as follows:

Twelve percent truck traffic or greater	5 points
Nine percent to <12% truck traffic	4 points
Six percent to <9% truck traffic	3 points
Three percent to <6% truck traffic	2 points
One percent to <3% truck traffic	1 point
Less than 1% truck traffic	0 points

TRANSIT PROJECTS

There are four criteria that provide a potential of 20 points to each public transportation or transit-specific transportation project recommendation:

Type

The type of project being sought relates to the score assigned. The term "type" may include but not necessarily be limited to vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns and vehicle expansion. The range reflects the importance of maintaining and supporting the existing service, as opposed to expansion activities. Projects can receive up to 5 points in this category as follows:

Bus replacement	5 points
Service support	4 points
Fixed facility	3 points
Vehicle expansion	2 points
Other	1 point

Ridership Impact

An important component of transit projects is their ridership impact. Investments should be oriented to at least maintaining the existing ridership, if not increasing it. The point values assigned the different measures of this criterion echo this philosophy and are awarded as follows:

Increases ridership	5 points
Maintains ridership	0 points
Negative impact on ridership	-5 points

Safety/Security

The safety and security criterion awards points to projects that can be linked to improving safety conditions. The existing safety and security problem must be documented along with a plan to address these problems. Up to 5 points are available and are awarded as follows:

Essential to safety/security	5 points
Moderately impacts safety/security	3 points
No to minimal impact on safety/security	0 points
Decrease level of safety/security	-5 points

Timing and Analysis Level

The sooner a proposal can be put in place, the sooner its impact will be felt in the region. ~~Projects that will be implemented within five years (matches transit operator's approximate long range planning horizon) are awarded 5 points.~~ Improvements to, or expansion of the system, such as opening new transit hubs, that are anticipated to be implemented **within ten years are awarded 5 points. Those projects anticipated to be implemented after five ten years** and are included in a local planning study or transit development plan are awarded three points. Those that are anticipated to be implemented after ~~five ten~~ years and are not included in a local planning study or transit development plan are awarded zero points. The point values for timing and analysis level are summarized as follows:

Near term (< 5 10 years)	5 points
Mid/long term and part of local plan (5 to 10+ years)	3 points
Mid/long term and not part of local plan (>10 10+ years)	0 points