

2045 Metropolitan Transportation Plan Updates

The Metropolitan Transportation Plan covers a minimum of a 20-year planning horizon. It discusses strategies and projects to develop and maintain an integrated multi-modal transportation system. It also outlines the area's goals for the transportation system. The plan includes road, public transit, and non-motorized facilities and discusses inter-modal linkages. The plan must be fiscally constrained and is reviewed, or updated, every four years.

Public Input Wanted!

The KATS website has been updated with new chapters of the draft 2045 Metropolitan Transportation Plan. Public comment and input is wanted! The target for adoption is March. KATS staff is currently working on revisions to the Non-motorized Element of the MTP. Cambridge Systematics has completed model runs for the proposed alternatives.

For the most current updates on the MTP, please visit the 2045 Metropolitan Transportation Plan webpage.

Draft Chapters Currently Online

[Vision and Goals \(Approved 6-24-2015\)](#)
[Existing Transportation System Facilities](#)
 Public Participation (In Progress)
[Transportation Survey Summary](#)
[2045 MTP Survey Comments](#)
[Environmental Justice](#)
[Consultation and Environmental Mitigation](#)
 Appendixes
[Travel Demand Model](#)
[Socioeconomic Projections](#)
 Addendum: [Non-Motorized Element 10-29-2015](#) *Being updated based upon public comment.

Proposed Projects

[2045 Proposed Project List- Operations](#)
[2045 Proposed Project List- Capacity](#)
[2045 Proposed Project List-Capacity \(Prioritized\)](#)
[2045 Proposed Project List- Non-motorized](#)
[2045 Proposed Project List- Preservation](#)
[2045 Proposed Project List- Transit](#)

Project Ranking Process

[Approved Project Ranking Process](#)



February 2016

2016 PASER TRAINING

Every year local agencies must collect Pavement Surface Evaluation and Rating (PASER) data on at least 50% of their paved federal-aid eligible roads and then submit the data to the Transportation Asset Management Council (TAMC).

The Center for Technology & Training (CTT) will be conducting a series of rater training sessions on behalf of the TAMC. All raters who plan to evaluate federal-aid eligible roads as part of a three person team which consists of one staff member from the local agency, one staff member from KATS and one staff member from MDOT in 2016 must attend one of these training sessions.

Register Online at:

<http://ctt.nonprofitsoapbox.com/upcoming-events/event/452>

March 30
 Road Commission of
 Kalamazoo County

7:30 a.m. Registration

WEBINAR SESSIONS: New raters (never attended PASER training before) and seasoned raters (who did not attend PASER training the year prior) must attend one supplemental PASER webinar training session in addition to attending one on-site session.

February 16 – 9:00 AM - 11:30 AM
 February 18 – 1:00 PM - 3:30 PM
 March 9 – 9:00 AM - 11:30 PM
 March 21 – 1:00 PM - 3:30 PM

FY 2017-2020 Transportation Improvement Program

KATS is currently prioritizing projects for the FY 2017-2020 Transportation Improvement Program. Proposed projects will be discussed at the February 11, 2016 Technical Committee meeting which will be held at 9:00 a.m. at Kalamazoo Metro Transit, 530 N. Rose Street.

How are projects prioritized?

The Transportation Improvement Program must contain projects consistent with the Metropolitan Transportation Plan and reflects the investment and planning priorities established with the current MTP. The KATS Policy Committee has approved the following factors to assign points to proposed projects: Average Daily Traffic, Road Conditions, Local Planning and Economic Development, Environmental Justice, Safety, and National Functional Classification. Following project prioritization, projects are reviewed for compliance with the MPO Complete Streets Policy and/or whether an exception to the policy has been requested. The [complete Prioritization Process](#) is available on KATS website. The FY 2017-2020 Transportation Improvement Program is targeted for adoption in June of 2016.

2016 Policy Committee Officers Elected

KATS Policy Committee took action to elect officers at the December 16, 2015 Policy Committee meeting.

Policy Committee Chair
Don Ulsh, Schoolcraft Township

Policy Committee Vice-Chair
Paul Dykstra, Ross Township

Policy Committee Treasurer
Jeff Sorensen, Cooper Township

KATS thanks David F. Anderson, City of Kalamazoo, for his service as KATS Policy Committee Chair.

2016 Policy Committee Meetings

February 24
March 30
April 27
May 25
June 29
July 27
August 31
September 28
October 26
November 30
December 21

2016 Technical Committee Meetings

February 11
March 10
April 14
May 12
June 9
July 7
August 11
September 8
October 13
November 3
December 1

Meetings are at 9:00 a.m. at the Kalamazoo Metro Transit office located at 530 N. Rose Street.

Citizen Advisory Committee

KATS Policy Committee took action at the December 16, 2015 Policy Committee meeting to appoint members to the KATS Citizen Advisory Committee (CAC). KATS Staff was directed to seek two additional CAC members with an interest in 1) Freight Transportation Planning and 2) Economic Development. If you know of a potential CAC member, please contact KATS.

Citizen Advisory Committee Members

Mike Mallos (two year term) Linda MacDonald (one year term)

Michele McGowen (two year term) Paul Sotherland (two year term)

Marc Irwin (one year term) Jun Oh (two year term)

Kay Chase (two year term)

The next meeting of the KATS Citizen Advisory Committee (CAC) will be held on Wednesday, March 2, 2016 at 4:00 p.m. at Kalamazoo Metro Transit, 530 N. Rose Street.

Public Transportation Updates

Metro County Connect (MCC) Sunday service begins on February 7. The millage rate to fund MCC has been set for the May 3 ballot. The millage rate on the ballot will be 0.315 mils down from 0.4 mils. Changes to fixed route service including extended evening hours, Sunday service, and service enhancements will begin September 6. Information on these changes will be rolled out to the public and stakeholders in February and March.

KATS Education

What is KATS?

Are you wondering:

- What is a Metropolitan Planning Organization (MPO)?
- What are the roles of the KATS committees and members?
- How are projects prioritized for Federal funding?

Can't make a session but want to learn more about KATS? Let us know! KATS Staff is willing to work with you to schedule an alternate time.

Then, these sessions are for you! KATS will be hosting KATS Education sessions during February on:

February 15 at 9:00 a.m. or 2:00 p.m.

February 17 at 9:00 a.m. or 2:00 p.m.

February 18 at 9:00 a.m. or 2:00 p.m.

Sessions will be held at the KATS business office at 5220 Lovers Lane, Suite 110, Portage. For KATS staff planning and scheduling purposes, please sign up in advance at the Doodle event link: <http://doodle.com/poll/w2uuh6y4qzhfxc3>. You may also sign-up by emailing mzehner@katsmpo.org or contacting KATS at 343-0766. KATS will not hold sessions on a given date/time if there is no interest. Sessions will be limited to 5 attendees due to space limitations.

Fixing America's Surface Transportation (FAST) Act

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

Changes to Programs

National Highway Performance Program (NHPP)

- Transportation Infrastructure Finance and Innovation Act (TIFIA) costs and Vehicle-to-Infrastructure (V2I) communication equipment now eligible
- Bridge resurfacing/preservation/reconstruction on non-National Highway System (NHS) Federal-aid highways now eligible

Surface Transportation Program (STP)

- Renamed: Surface Transportation Block Grant Program (STBG)
- Eligibilities restated with none eliminated; new eligibilities for TIFIA costs, State Private Public Partnerships (P3) office, V2I communication equipment
- In border States, up to 5% for infrastructure projects eligible under the SAFETEA-LU border program
- More suballocation: +1%/year up to 55% (vs. 50% today)
- Set-asides for Transportation Alternatives and Recreational Trails

Transportation Alternatives Program (TAP)

- Same program, but no longer called TAP; no name specified
- All funds set aside from STBG (vs. from all formula programs today)
- Nonprofits responsible for local transportation safety programs may be project sponsors

Congestion Mitigation & Air Quality Improvement (CMAQ)

- V2I communication equipment eligible
- Port-related equipment & vehicles eligible under PM2.5 set-aside
- Exception from Particulate Matter 2.5 set-aside for low population density States (under certain conditions)

Highway Safety Improvement Program (HSIP)

- Only listed project types eligible—mostly infrastructure-related
- Adds eligibility for V2I communication equipment and certain pedestrian safety improvements
- State need not collect certain data on unpaved roads (but can't use HSIP funds on those roads until it collects the data)

\$305 Billion in Funding (All Modes) FY 2016-2020

Program	Funding (Billions)
Federal Highway Administration	\$226.3
Federal Transit Administration	\$61.1
Federal Motor Carrier Safety Administration	\$3.2
Pipeline and Hazardous Materials Administration	\$0.4
National Highway Traffic Safety Administration	\$4.7
Federal Railroad Administration	\$10.3
Total	\$305.0

The following information is from www.transportation.gov/fastact/ and <https://www.fhwa.dot.gov/fastact/presentations.cfm>.

FAST ACT PROJECTED PROGRAM CHANGE FROM 2015

NHPP

Average Annual Funding (Millions): \$23,280

+6.3% change from 2015

Surface Transportation Block Grant Program

Average Annual Funding (Millions): \$11,654

+15.6% change from 2015

The Surface Transportation Block Grant Program includes set aside funds for Transportation Alternatives and Recreational Trails.

CMAQ

Average Annual Funding (Millions): \$2,405

+6.1% change from 2015

HSIP

Average Annual Funding (Millions): \$2,317

+5.7% change from 2015

Rail-Highway Crossing Program

Average Annual Funding (Millions): \$235

+6.8% change from 2015

Metropolitan Planning

Average Annual Funding (Millions): \$343

+9.5% change from 2015

National Highway Freight Program (NEW!)

Average Annual Funding (Millions): \$1,249

+100% change from 2015

What is KATS?

The Kalamazoo Area Transportation Study or KATS, as it is commonly referred to, is the Kalamazoo Urbanized Area's Metropolitan Planning Organization (MPO).

A 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.



KATS

CONTACT US:

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State of Michigan Transportation Revenue Package

Information from:

http://www.michigan.gov/mdot/0,4616,7-151-9620_67094---,00.html

On November 10, 2015, the Legislature passed and Governor Snyder signed nine bills into law which will raise \$1.2 billion for the new transportation revenue package. The revenue package will be phased-in starting in FY 2017 and increasing through FY 2021. This includes a Registration Fee and Fuel Tax increase as well as a dedication of General Fund to the Michigan Transportation Fund (MTF) among other changes. At this time, increases for public transportation are unknown to KATS.

County with City/Village	Revenues FY 2015	Revenues in FY 2017 Above 2015 Actual	Revenues in FY 2018 Above 2015 Actual
Kalamazoo	13,643,391.47	3,312,814.93	4,371,283.99
Augusta	76,676.67	18,084.51	23,839.62
Climax	60,898.69	14,363.37	18,934.29
Galesburg	131,921.05	31,117.40	41,020.03
Kalamazoo	5,472,768.32	1,290,776.16	1,701,545.81
Parchment	130,871.98	30,459.94	40,153.34
Portage	3,660,165.42	863,394.51	1,138,156.51
Richland	48,533.39	11,449.10	15,092.60
Schoolcraft	131,930.39	31,115.22	41,017.15
Vicksburg	235,243.33	55,485.25	73,142.56
County-Wide Total	\$23,592,400.71	\$5,659,060.39	\$7,464,185.90

County with City/Village	Revenues in FY 2019 Above 2015 Actual	Revenues in FY 2020 Above 2015 Actual	Revenues in FY 2021 Above 2015 Actual
Kalamazoo	5,655,187.63	7,149,496.90	9,483,281.60
Augusta	30,854.98	39,004.56	51,733.04
Climax	24,506.15	30,978.84	41,088.25
Galesburg	53,091.14	67,113.86	89,015.30
Kalamazoo	2,202,265.01	2,783,938.82	3,692,429.36
Parchment	51,969.40	65,695.82	87,134.53
Portage	1,473,085.40	1,862,164.46	2,469,849.79
Richland	19,533.96	24,693.37	32,751.62
Schoolcraft	53,087.41	67,109.13	89,009.05
Vicksburg	94,666.45	119,670.25	158,722.58
County-Wide Total	\$9,658,247.53	\$12,209,866.01	\$16,195,015.12