

PUBLIC PARTICIPATION PLAN IN TRANSPORTATION DECISION MAKING

The Kalamazoo Area Transportation Study
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Adopted:
November 29, 2018



NON-DISCRIMINATION POLICY STATEMENT

The Kalamazoo Area Transportation Study (KATS) assures that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. KATS further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. Furthermore, KATS will not exclude persons based on age, religion, or disability.

More specifically, the Kalamazoo Area Transportation Study assures that efforts will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. Additionally, the Kalamazoo Area Transportation Study will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

Disclaimer: "The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Accommodations are available upon request to persons with disabilities who require alternately formatted materials to ensure effective communication and access to programs. For questions about accessibility or to request accommodations, please contact Jonathan R. Start at [269-343-0766](tel:269-343-0766) or jrstart@katmspo.org.

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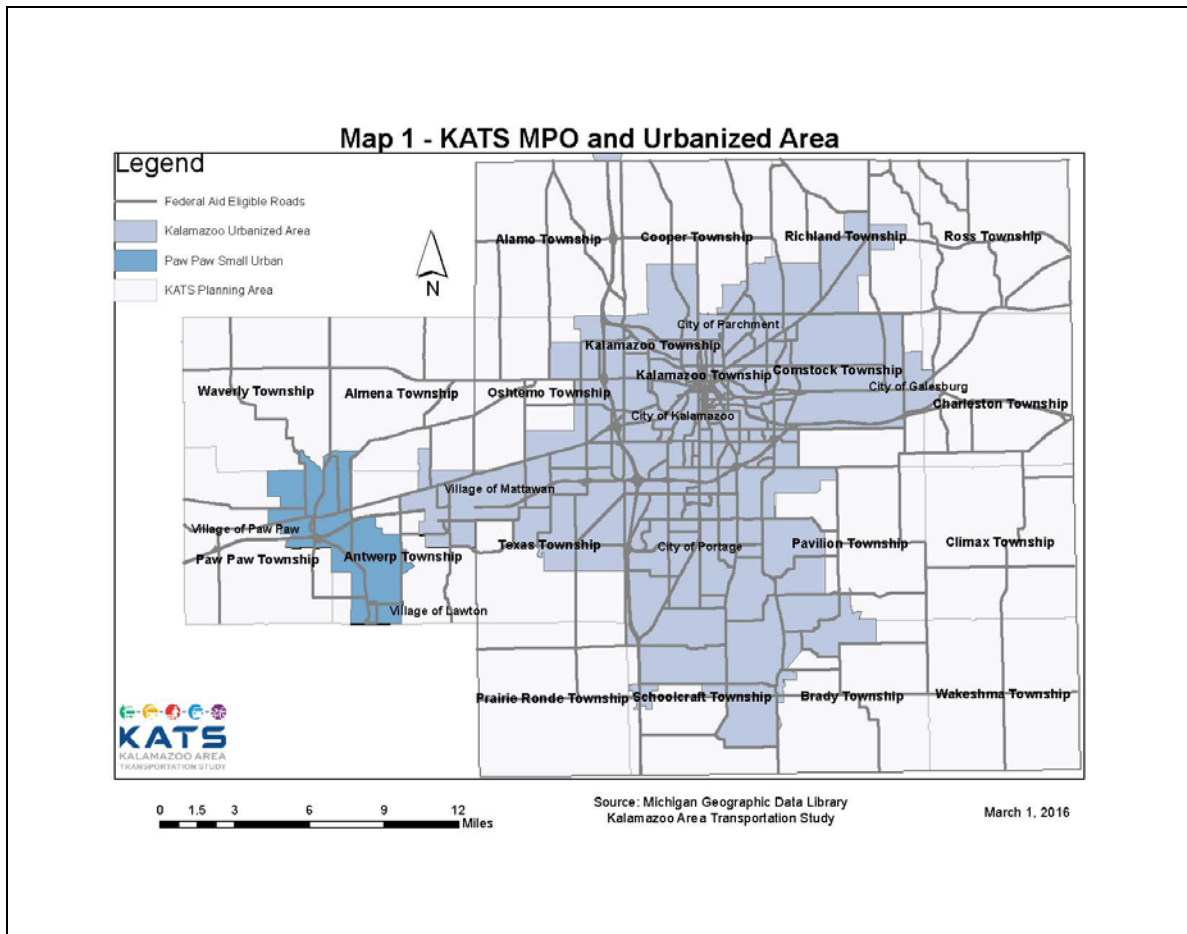
Introduction

What is an MPO?

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law.

What is KATS?

The Kalamazoo Area Transportation Study (KATS) is the MPO for the greater Kalamazoo Urbanized Area. The Metropolitan Planning Area (MPA) for KATS is Kalamazoo County and a portion of Van Buren County including the townships of Alma, Antwerp, Paw Paw, and Waverly. KATS is a federally mandated policy body made up of representatives from local, state, and federal governments, transit agencies, and other stakeholders and is responsible for regional transportation planning and programming for the planning area. Any highway, transit, local road, or non-motorized project or program to be constructed or conducted in the region **receiving Federal funding**, must have approval by KATS before any funds can be expended. In addition, any highway or transit project deemed to be regionally significant by KATS staff, must receive KATS approval to proceed.



KATS Committees

KATS has three standing committees and numerous ad-hoc committees. Two of the committees, Policy and Technical, meet monthly to discuss issues facing the region and process necessary changes requested by local agencies. The Citizens Advisory Committee (CAC) meets quarterly to provide local citizen insight to KATS. The purpose of the CAC is to enhance public awareness of KATS and promote public input from stakeholders concerning area planning. Notice of meetings and agendas are posted on the KATS website. <https://katsmpo.org/committees/>

Policy Committee	Technical Committee	Citizens Advisory Committee
<p>The KATS Policy Committee is made of local elected or appointed officials from member communities throughout the KATS metropolitan area. The Policy Committee members work together to shape the future of the transportation modes in the region and develop area-wide multi-modal transportation plans and programs. The Committee develops plans and programs for the KATS Area.</p> <p>Meetings are typically held on the last Wednesday of every month at 9:00 a.m. at the City of Kalamazoo’s Metro Transit office, located at 530 N. Rose Street Kalamazoo, Michigan 49007</p>	<p>The KATS Technical Committee is made up of technical staff from member communities throughout the metropolitan area. The Technical Committee discusses and focuses on projects and develops recommendations for the Policy Committee.</p> <p>Meetings are typically held on the second Thursday of every month at 9:00 a.m. at the City of Kalamazoo’s Metro Transit office, located at 530 N. Rose Street Kalamazoo, Michigan 49007</p>	<p>The Citizens Advisory Committee consists of people who represent citizen-based organizations, special interest groups, at large citizens, and other stakeholders associated with transportation in the planning area. Members solicit and provide input on transportation plans, programs, and other issues being considered by the Technical and Policy Committees. They also identify transportation challenges from the perspective of the general public.</p> <p>Meetings are held quarterly at the City of Kalamazoo’s Metro Transit office, located at 530 N. Rose Street Kalamazoo, Michigan 49007</p>

Meetings

All regularly scheduled meetings of the KATS Policy, Technical, and Citizen Advisory Committees are open to the public and held at sites which comply with the Americans with Disabilities Act (ADA) regulations. Time is allotted at all meetings for any person wishing to address committee members.

The annual schedule of regular committee meetings showing dates, times, and locations are included on the KATS website. The scheduled meetings are also distributed to each member unit of government for posting.

Monthly meeting notifications, including agendas and location, are sent to the cities, townships, villages, road commissions, and transit agencies within the KATS Metropolitan Planning Area for public posting.

The KATS website contains meeting notifications, locations, and agendas. Meeting notifications are also posted on Facebook and Twitter. Interested citizens may have their name added to the contact list for meeting materials by contacting KATS. Policy, Technical and Citizens Advisory meetings comply with the Michigan Open Meetings Act, Public Act No. 267 of 1976. Special meetings, such as public information meetings and public hearings, will be held at convenient and accessible locations and at times where the most people could attend.

A Vision for Public Participation

Since the 1970's, public participation in the transportation planning process has been an important part of the activities of KATS. Over time, these public participation efforts have evolved with the transportation planning process. Further history on the public participation efforts of KATS is available at www.KATSmppo.org.

Realizing an efficient transportation system can only come from a true understanding of citizens' diverse and far-ranging needs, KATS is committed to involving and collaborating with the region's citizens in a public involvement process that is grounded in mutual problem solving and understanding. Citizens should walk away satisfied in knowing their voice has been genuinely heard and has the potential to impact future KATS decisions.

The Public

The Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law by President Obama on July 6, 2012. MAP-21 requires that "The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. (23 CFR 450.316)" KATS is open to and encourages input from any individual, group, organization, agency, business, municipality, or service provider. Activities encouraging the open dialogue between these groups and KATS include maintaining and updating a contact list of interested parties as well as KATS receiving contact by mail, telephone, or e-mail and during committee meetings.

KATS has compiled contact information for distribution sources, neighborhood organizations, including organizations located within environmental justice areas, and stakeholder organizations representing the elderly, disabled, non-motorized transportation users, minority populations, low income populations, immigrant populations and the homeless. KATS will make an effort to include these organizations in the planning process.

Organizations located in the KATS area:

- Conventional and unconventional transit providers
- Affected public agencies
- Private providers of transportation
- Law enforcement agencies and fire departments
- Freight shippers and providers of freight transportation services
- Railroad companies
- Airport operators

- Environmental organizations
- Major employers
- Economic development
- Human service agencies
- Local Tribes

KATS understands “the public” to mean all of those who have the potential to affect or be affected by the Kalamazoo Area Transportation Study planning process. Importantly, KATS recognized that not all communities and its members have enjoyed the same level of access or representation in transportation and other decisions made by public agencies. Therefore, as part of its public participation strategy, KATS will take special measures to understand and consider the wants, needs, and aspirations of minority, low-income, and other underserved populations.

Goals for Public Involvement

- Build credibility and trust between KATS and those whom it serves
- Facilitate an involvement process that begins early and is convenient and meaningful
- Develop partnerships with local community leaders, groups, and organizations to provide an integrated, environmentally aware, and multi-modal approach to transportation needs and desires
- Provide timely and easily understood information to citizens, other interested parties, and areas of the community affected by transportation plans, programs, and projects
- Integrate citizen concerns and needs into the developmental process
- Ensure adequate public input is obtained for developing solutions during the project planning process
- Better identify how the residents within the Kalamazoo Area Transportation Study boundaries would like to be involved in the planning process with specific emphasis placed on those living in environmental justice communities
- Maintain and regularly update contact information for stakeholders representing populations who are typically underserved

Requirements

Several authorizing legislations establish requirements for public participation. These legislations include Fixing America’s Surface Transportation (FAST) Act, Moving Ahead for Progress in the 21st Century Act (MAP-21), Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), The Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act (ISTEA). Highlights of the requirements for public participation include:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points;
- Employing visualization techniques;
- Making information accessible in various formats and means;
- Holding public meetings at convenient and accessible locations and times;
- Seeking out and considering the needs of traditionally underserved populations;

To meet public participation requirements, the Kalamazoo Area Transportation Study must:

- Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI;
- Identify residential, employment and transportation patterns of low-income and minority populations so that their needs may be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority, disabled, elderly, and low-income populations in regional decision-making.

- Coordinating with statewide transportation planning public participation and consultation processes; and
- Periodically reviewing the effectiveness of the procedures and strategies in the Participation Plan.

Full text relating to the public participation process within the authorizing legislations can be found under Appendix C.

[Title VI of the Civil Rights Act of 1964](#)

Title VI of the Civil Rights Act of 1964 states that no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

[Environmental Justice](#)

Environmental Justice (EJ) at the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

[Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations: Executive Order 12898](#)

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of religion, race, ethnicity, income or education level in the planning and decision-making process. EJ policy was formalized with the signing of Executive Order (E.O.) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice a part of their mission.

The E.O. directs federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. The order also directs each agency to develop a strategy for implementing environmental justice. The order is also intended to promote nondiscrimination in federal programs that affect human health and the environment, as well as provide minority and low-income communities access to public information and public participation

Environmental Justice outreach is important as it helps to ensure full and fair participation by potentially affected communities in every phase of the transportation decision making process. When this is accomplished, the development, construction, operation and maintenance of transportation projects should reflect an equitable distribution of benefits and burdens. In 1994, President Clinton issued Executive Order 12898, directing federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In 1997, the Department of Transportation (U.S. DOT) issued an Order to address EJ in minority populations and low-income populations to summarize and expand upon the requirements of Executive Order 12898 on EJ. The FHWA issued its own EJ Order in 1998 (Order 6640.23). U.S. DOT, FHWA, and other modal administrations have since updated the respective orders and continually seek to enhance their efforts to address EJ effects of their programs, policies, and activities.

KATS will work to encourage the participation of persons who have been traditionally underserved to meet the requirements of Executive Order 12898 related to Environmental Justice and the Americans with Disabilities Act of 1990. KATS, through written communication, email, newsletters, or phone, will endeavor to notify the appropriate groups listed below when a particular agenda item directly impacts an organization or the clientele they represent.

Stakeholder organizations representing:

- Elderly
- Disabled
- Non-Motorized transportation users
- Minority populations
- Low income populations
- Transit users
- Immigrant populations
- Homeless

[Improving Access for Persons with Limited English Proficiency: Executive Order 13166](#)

Executive Order 13166, Improving Access for Persons with Limited English Proficiency (LEP), was issued in 2000 to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. It requires federal agencies to

Environmental Justice encompasses three basic fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, of programs, policies and activities on minority populations, and low- income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction of, or significant delay in the receipt of transportation and mobility benefits by minority and low-income populations.

Environmental Justice requires the MPOs to:

- Examine the allocation of benefits and burdens of projects and programs currently and in the planned future;
- Ensure that minority and low-income communities are treated equitable in the provision of transportation services and projects; and
- Provide an ample opportunity for full participation for minority and low-income communities to advise the MPO during its planning and decision-making process.

ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides “no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district or other instrumentality of the state or local government.”

Federal Transit Administration (FTA) Program of Projects

The public participation process described herein is used to satisfy the public participation process for the Program of Projects (POP) for the following grantees: Metro, the Kalamazoo County Transportation Authority, the Central County Transportation Authority and Van Buren Public Transit.





Outreach Strategies

KATS continually looks at ways to involve the public in the transportation planning process and will continue to utilize more engaging participation techniques throughout the transportation planning process. The goal is to better identify how the residents within the Kalamazoo Area Transportation Study boundaries would like to be involved in the planning process with specific emphasis placed on those living in environmental justice communities.

There are two primary audiences of KATS information: the public (as described previously) and the media. The residents of Kalamazoo County and portions of Van Buren County, as well as others who use the transportation system within the area represent one audience. The various media outlets are the other target audience for outreach. As new media formats and technologies demonstrate their ability to engage different segments of the audience, it is important that KATS consider their use as a public involvement tool. The following outreach goals were established to better inform the public and local media:

- Establish a dialogue with members of the local media
 - Create and regularly update a list of local media contacts for print and electronic news.
 - Proactively share information instead of reacting to incorrect or incomplete information.
- Raise awareness about transportation planning efforts and the agency
 - Raise awareness of KATS responsibilities and functions.
 - Highlight successful projects of KATS and its members.
 - Regularly update the online tools to increase traffic.
 - Encourage attendance at public involvement meetings.
- Create an appropriate suite of media and public communication tactics to allow for faster dissemination of information.
 - Create agency accounts using various appropriate social media outlets (Facebook, Twitter, etc.).
 - Update social media accounts as necessary.

Formats for outreach include, but not limited to:

Electronic Media	Print Media	Meetings	Other Outreach
 <p>Website Quarterly newsletter Press releases Social media</p>	 <p>Public hearing notices Newsletters to be distributed to jurisdictions, libraries and other organizations Direct mailings and flyers Comment forms at public meetings and hearings Access to planning documents at local cities, villages, townships, and local libraries</p>	 <p>Conduct open houses as part of kickoff development and other key points in document development Public hearings prior to document adoptions and committee meetings</p>	 <p>Project briefing Community fairs KATS staff attending events within the planning area</p>

Inform

The first step in outreach is to inform; to facilitate increased knowledge of the issues and the decisions concerning them. This strategy is a starting point for bringing the public to meetings and announcing comment periods. The KATS newsletter, emails, website, Facebook page, and twitter account provide updates regarding comment periods and upcoming projects. Moving forward, KATS will be improving distribution lists for newsletters and announcements as well as evaluating better tools for targeting those not already engaged in the KATS' planning process. KATS is considering instituting a Public Engagement Committee that will meet on a project/plan basis to determine the best methods to inform the public.

Consult

The second step in outreach is to consult; to seek advice and/or information from people with specific expertise, such as obtaining feedback on analysis and alternatives. This strategy will provide the public with clear and coherent information regarding the issue(s), welcome the public's thoughts on the topic, and indicate how that input affected the outcome. KATS efforts to consult are focused on obtaining comments and information back from the public on a particular set of issues. KATS has used consulting

to solicit comments for specific projects or programs using the newsletter, KATS website, emails, and social media.

Deliberate

The third step in outreach is to deliberate; stakeholders will be involved in more in-depth issue and solution development. KATS will engage the public in two-way conversations to make certain that the public's thoughts, voices and concerns are factored into proposed solutions. Moving forward, KATS will consider enlisting stakeholders in the development of ideas for projects and programs. This means improving the conversation with citizens in the early development phases of projects and programs that could assist in the decisions and solutions proposed. Two types of tools that could be used are project briefing and community fairs as well as KATS staff attending events within the planning area.

Co-Create

The final step in outreach is to co-create; shared ownership between the organization and the stakeholders as the community is involved in each aspect of the decision. KATS will rely on relevant stakeholders input in combination with organizational expertise to incorporate recommendations into decision to the maximum extent possible. The Citizens Advisory Committee (CAC) is one way KATS is already utilizing the co-create strategy. Citizens on CAC are able to convey advice and concerns on planning issues to KATS staff and to the Technical and Policy Committee members. Charrettes are another way to utilize the co-create strategy by providing citizens the opportunity to work with staff and local officials to develop a collaborative vision. It provides a forum for ideas and offers the unique advantage of immediate feedback to project designers. More importantly, it allows everyone who participates to be a co-author of the plan or program.

Environmental Justice Strategies

Specific strategies have been identified to more effectively and proactively engage EJ populations.

These strategies include:

- Forming partnerships with other organizations that support minority, low income, LEP, disabled, elderly, zero car, and public assistance populations (See Appendix F)
- Meeting people where they are by holding meetings in the affected neighborhoods themselves using community activity centers as locations and venues as well as attending local festivals, markets, events, etc.
- Using a variation of meeting times, sizes and locations such as weekend and evening meeting hours
- Working with community based organizations to build relationships and trust across diverse populations by attending meetings and taking public comments
- Communicate with EJ communities about how they would best be able to participate and instill in the public a belief that they will have a genuine voice in determining the outcome of transportation projects and that their voice is heard and welcomed
- And distributing information that is clear, concise, in plain English, and tailored to the intended audience.

To Request a Printed
Copy of the Documents
of Submit Comments:



Call: (269) 343-0766



Email: info@KATSmpo.org



Write: Kalamazoo Area
Transportation Study
5220 Lovers Lane, Suite 110
Portage, MI 49002



Or visit the KATS website:
www.katsmpo.org

Sign Up for Emails By:

Email to KATS at
info@KATSmpo.org

Phone at
(269) 343-0766

Mail letters to KATS
Kalamazoo Area
Transportation Study
5220 Lovers Lane, Suite 110
Portage, MI 49002

At public meetings and hearings

At Policy Committee meetings
and hearings

Obtaining Public Comments

The public is encouraged to use the following methods for reviewing and commenting on significant documents being developed and published by the Kalamazoo Area Transportation Study:

Where to find transportation planning documents to review:

Kalamazoo Area Transportation Study Website
www.KATSmpo.org

Visit the Kalamazoo Area Transportation Study offices

Public libraries in Kalamazoo and Van Buren counties

Attend public meeting, open house, or other scheduled activity (notices to be published on KATS website as well as local government jurisdictions)

Attend committee meeting or hearing (Technical Committee and Policy Committee meeting schedules are available at www.KATSmpo.org)

All comments received will appear as an appendix to the applicable plan or program.

Response to Comments: KATS will summarize and respond to public comments on the MTP, the Public Participation Plan, the TIP, on amendments to the TIP, on proposed major area-wide investment studies, and on key decisions. KATS will also forward comments about specific projects to the responsible entities. Comments and responses will be kept on file, be available for public review, and will be made part of the plan, program, or other document as adopted. Summaries of comments and responses will also be given to the Technical and Policy Committees as well as the jurisdiction(s) directly responsible for the project for review. Comments will be responded to before decisions are made or plans or programs are adopted. Responses will be made in a timely manner so that they can be considered during the next phase of the plan or program development.

Social Media Guidelines: KATS will acknowledge and correct any mistakes promptly; respond to comments when appropriate; and not delete negative or critical comments unless the comments are spam, off-topic, or defamatory.

Significant Planning Products

Significant planning initiatives include, but are not limited to, updating the Unified Planning Work Program, Transportation Improvement Program, Metropolitan Transportation Plan, Public Participation Plan, corridor studies, subarea plans, transportation demand management studies, and transit plan implementation studies. When describing a significant planning initiative to the public, KATS shall incorporate appropriate visualization techniques. Significant planning initiatives are listed below. The graphics detail the milestones for each initiative and shows a timetable for the best opportunities for the public to provide input during the process.

The Unified Planning Work Program (UPWP)

This plan outlines the transportation planning program of Kalamazoo Area Transportation Study and identifies how available planning funds from both federal and state funds will be used to address planning requirements while also addressing local transportation policies, programs, issues, and priorities. The Unified Planning Work Program is updated on an annual basis.

Unified Planning Work Program 6 Month Process



Amendment Process

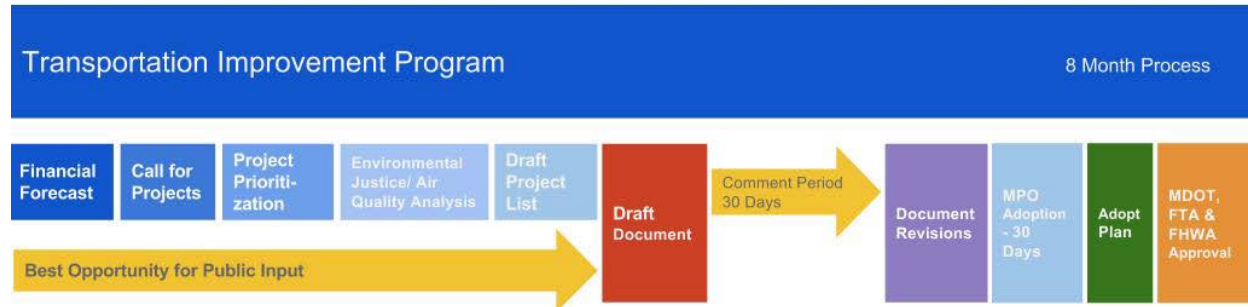


Draft Adoption and Plan Review for UPWP

Milestone	Procedure	Public Notification	Public Comment
Adoption of the draft document.	Once the draft UPWP document is complete, Staff will bring it to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting.	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting.

The Transportation Improvement Plan (TIP)

A list of road, transit and non-motorized projects that communities and agencies plan to implement over a four-year period within KATS MPO. The Transportation Improvement Program is redone every three to four years and modified frequently.



Call for Projects, Analysis and Draft Document for TIP

Milestone	Procedure	Public Notification	Public Comment
Call for Projects	Before the TIP call for projects begins, KATS staff will notify the public via KATS website	7 days prior to the first TIP programming meeting	Notification Only
Environmental Justice/Air Quality Analysis and Draft Project List	KATS staff will bring these items to the public for comment. A public meeting will also be held.	7 days prior to the public meeting and before the 1st day of the public comment period	14 days
Adoption of Draft Document	Staff will bring document to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting.

The Transportation Improvement Program (Continued)



Amendments to the TIP

Milestone	Procedure	Public Notification	Public Comment
Amendments to the TIP <i>It is frequently necessary to amend the TIP because of changes to projects within the document.</i>	Staff will bring TIP amendments to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting.

The Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is a 25 to 30 year vision for the transportation network. The 2045 Metropolitan Transportation Plan is the current guiding document; it can be amended up to three times a year.



Goals/Objectives, Data Collection, Call for Projects, Evaluation, and Draft Document for MTP

Milestone	Procedure	Public Notification	Public Comment
Goals & Objectives	Once the MTP development process begins, KATS staff will notify the public.	N/A	Public involvement will be continuous throughout the MTP development process.
Data Collection & Call for Projects	KATS staff will invite the public to review and comment on identified modal needs.	Up to 7 days prior to the start of the public comment period	14 days
Congestion Mitigation Plan, Environmental Justice Process and Evaluation: Draft Document	KATS staff will bring the document to the public for comment. A public meeting will also be held to discuss these items.	Up to 7 days prior to the start of the public comment period	14 days
Adopt Plan	Staff will bring plan to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting.

Metropolitan Transportation Plan Amendments



Amendments to MTP

Milestone	Procedure	Public Notification	Public Comment
Amendment(s)	Staff will bring MTP amendments to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting

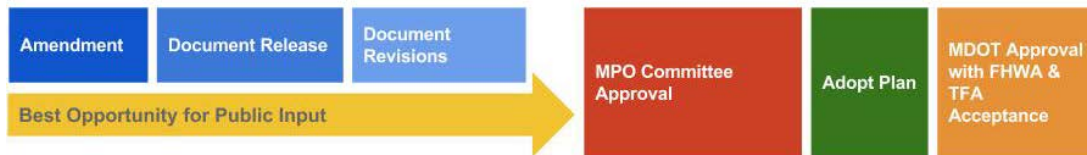
The Public Participation Plan (PPP)

The PPP describes the ways in which KATS will engage the public in the transportation planning process. Updated every two years.

Public Participation Plan 6 Month Process



Amendment Process



Draft Plan and Adoption of PPP

Milestone	Procedure	Public Notification	Public Comment
Draft Plan	After the draft PPP has been developed and presented to the Technical and Policy Committees, KATS will bring it to the public for comment.	At least 1 day before the public comment period begins	45 days; the public comment period will begin after the draft document is presented to the Policy Committee and will end at least one week before the final document is approved by the Policy Committee (approximately two months after the comment period begins)
Adopt Plan	The plan will be brought to the Policy Committee for approval. The public will have an additional opportunity for comment at the Policy meeting	5 days before the scheduled Policy Committee meeting	N/A

Various avenues will be considered when seeking public participation in these initiatives including, but not limited to, information public meetings, surveys, mailings, and notices. Outreach to organizations that serve individuals in traditionally underserved communities will be included as part of KATS strategies for public participation. Consideration of non-English language notices and public service announcements will also be made in accordance with the KATS Title VI Plan. It is also understood that the MPO's public involvement process, stated above, also satisfies the need for public involvement in the programming of federal dollars for public transportation.

Public Notification

KATS recognizes that, in order for the public to participate in transportation decision making, it must understand the transportation system's problems, processes, and potential solutions. Information must be provided in a timely manner, be easily understood, and be reasonably accessible.

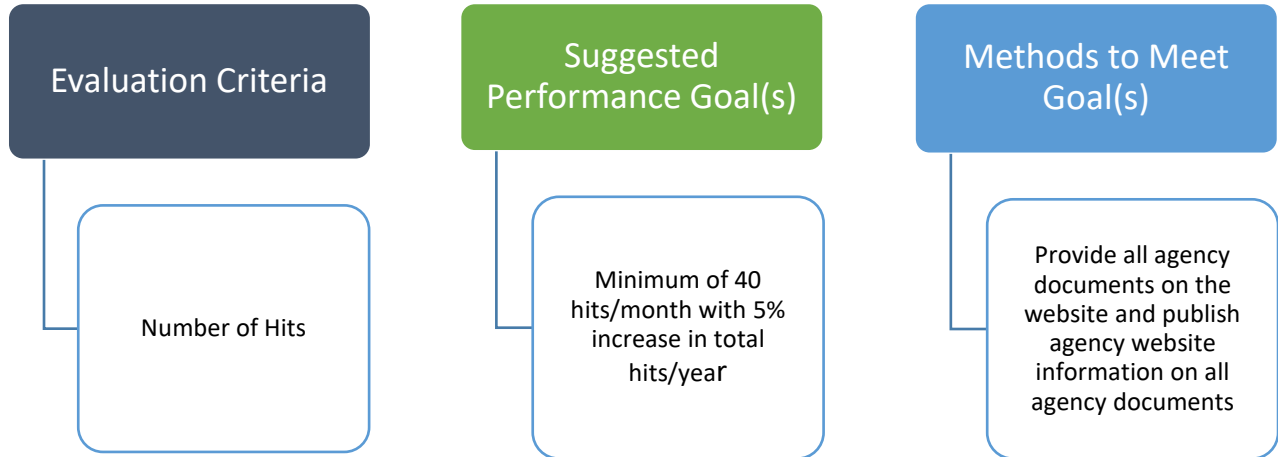
Copies of all KATS planning documents, meeting minutes, and maps are available for review during normal business hours and available around the clock on the KATS website. Local public libraries have computers available for public use so access to the internet will not be limited to ownership of a computer. Meeting schedules and minutes, planning studies, the MTP, TIP, newsletters, and other applicable documents will be posted on the KATS website (www.KATSmpo.org).

Performance Measures

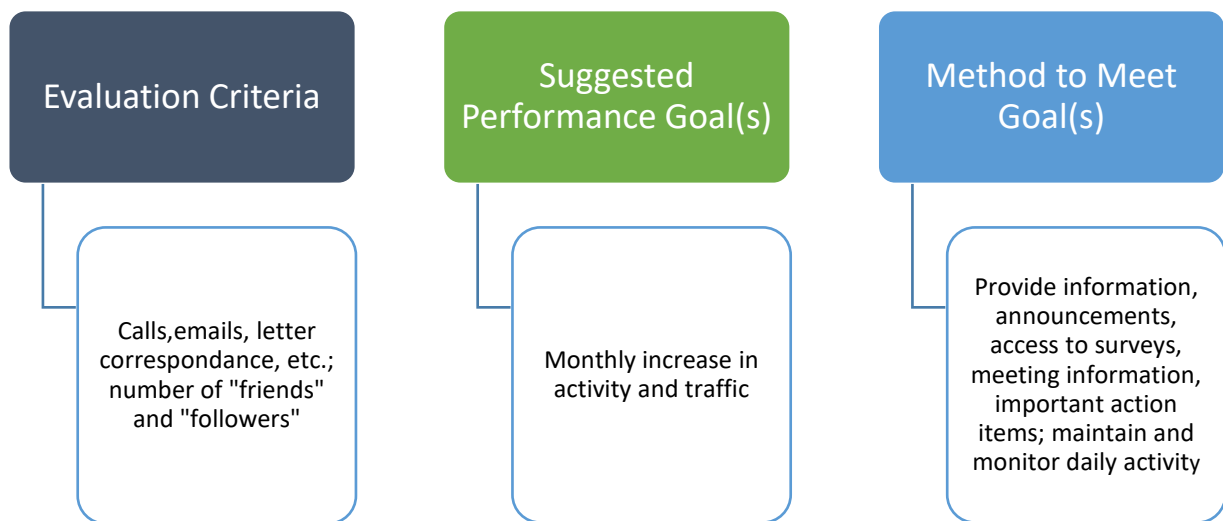
Regular monitoring and review of the Public Participation Plan is necessary in order to determine its effectiveness. KATS will review this plan as well as input from all media sources periodically for their effectiveness. Several available analytical metrics will be used to evaluate the effectiveness of each strategy and KATS will report progress to the Policy Committee on an annual basis. As new technologies and formats emerge, KATS will consider utilizing those improved media resources.

Performance measures can include, but are not limited to; website traffic, social media interaction, circulation of newsletters, survey results, staff outreach activity, and public meeting attendance.

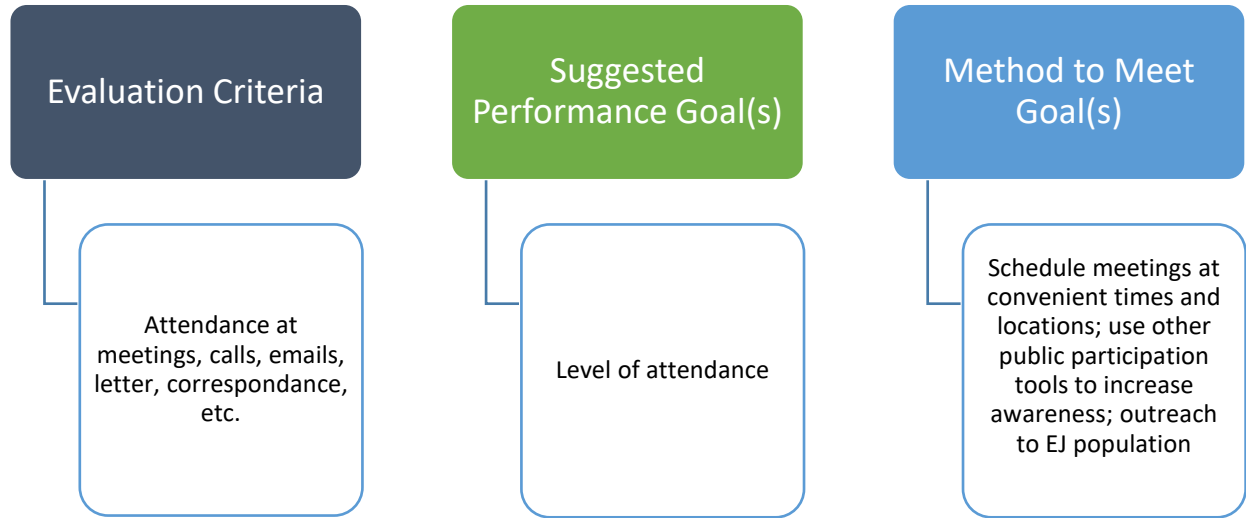
KATS Website



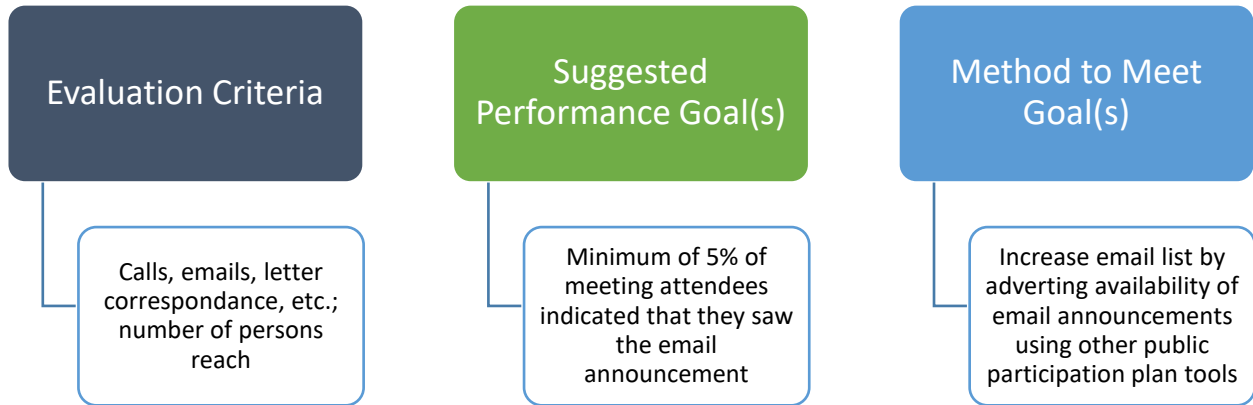
Social Media



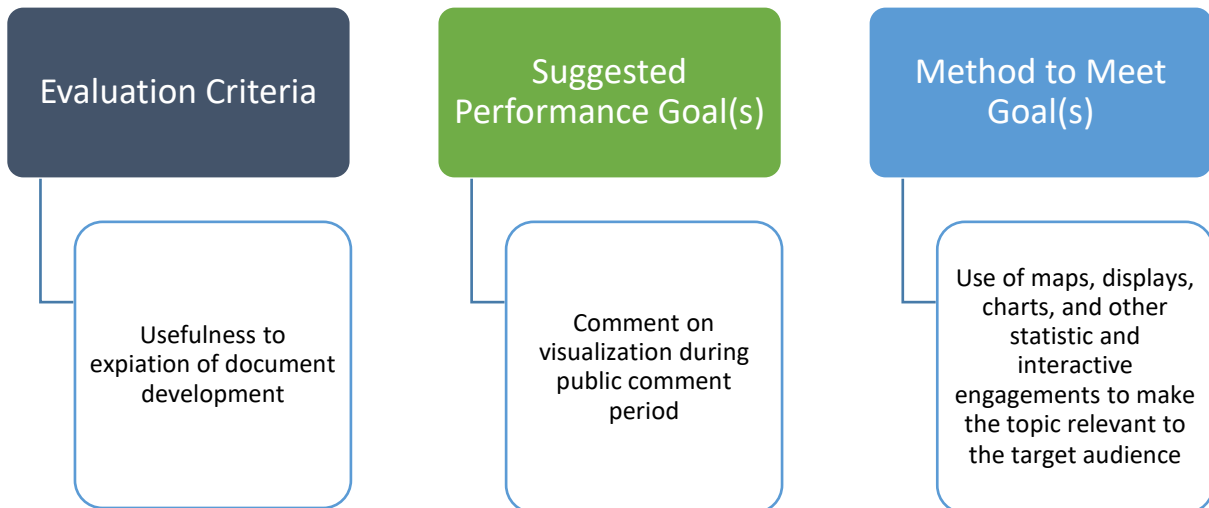
Public Meetings



Email Announcements



Visualization Techniques



Revisions to the Public Participation Plan

The public is invited to comment on this plan prior to final adoption by the Policy Committee. A review of the Public Participation Plan will periodically (at a minimum bi-annually) be undertaken by the Technical, Policy and Citizens Advisory Committees. Major revision will necessitate undertaking various measures as described in “Performance Measures” section.

Comments or questions concerning this plan should be directed to:

Kalamazoo Area Transportation Study

5220 Lovers Lane, Suite 110

Portage, MI 49002

(269) 343-0766

Email: info@KATSmpo.org

www.KATSmpo.org

Appendix A: Ongoing Outreach and Public Participation Opportunities

Newspaper Inserts

Provides community-wide distribution of information

Media Release

A concise review of the project or story that is released to electronic and print media in the region

Television

Cable or network television programming that presents information

Web Sites

Links which contain project information, announcements and documents that can reach large audiences

Newsletter

A document that can be sent out electronically or physically that provides updates and project details

Direct Mailing

Direct mailings sent to local organization for distribution among their members and patrons

Open Houses

Facilities set aside to allow the public to tour and interact with the presented material and employees

Public Meeting

Informal gatherings with or without presentations that do not tape or record proceedings

Charrettes

Intensive session where participants problem solve and brainstorm on issues together

Focus Group

Randomly selected members of a target audience to obtain input for planning decision

Advisory Committee

A group of representative stakeholders assembled to provide public input

Task Force

A group of experts or stakeholders formed to develop a specific product of policy recommendation

Workshop

An informal public meeting that may include presentations and exhibits

Public Comment

Input given by the public about proposed legislation or regulation(s) during a period

Appendix B: Acronyms and Definitions

ADA: Americans with Disabilities Act

The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

EJ: Environmental Justice

Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

FAST Act: Fixing America's Surface Transportation Act

Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94)—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

FHWA: Federal Highway Administration

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.

FTA: Federal Transit Administration

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.

GIS: Geographic Information System

Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

KATS: Kalamazoo Area Transportation Study

The Metropolitan Planning Organization for *the* Kalamazoo *Urbanized Area* County.

MTP: Metropolitan Transportation Plan

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.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). 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 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and

development of the country's vital transportation infrastructure. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MPA: 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)

MPO: Metropolitan Planning Organization

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

Public Participation

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

TIP: Transportation Improvement Program

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.

UPWP: Unified Planning Work Program

The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

Appendix C: MAP-21 Participation Plan Regulations

23 CFR Part 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C, Chapter 53, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was initially made available for public comment;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA (Environmental Protection Agency) transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA (Federal Highway Administration) and the FTA (Federal Transit Administration) for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO shall consult, as appropriate, with agencies and officials responsible for other planning activities within the MPA that are affected by transportation. To coordinate the planning functions to the maximum extent practicable, such consultation shall compare metropolitan transportation plans and TIPs, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation shall include, as appropriate, contacts with State, local, Indian Tribal, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation. In addition, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49, U.S.C., Chapter 53;

(2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) The MPOs are encouraged to develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

FAST Act

The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program from: the State's base apportionment [23 U.S.C. 104(b) (6)]; and the State's apportionment for the National Highway Freight Program [23 U.S.C. 104(b) (5) (D)]. Except as specified above or below, the FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21.

The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities tourism and the reduction of risk of natural disasters. [23 U.S.C. 134(g) (3) (A)]

The FAST Act expands the scope of consideration of the metropolitan planning process to include—improving transportation system resiliency and reliability; reducing (or mitigating) the storm water impacts of surface transportation; and enhancing travel and tourism. [23 U.S.C. 134(h) (1)(I) & (J)]

The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs. [23 U.S.C. 134(i) (2) (G)]

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce storm water runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters. [23 U.S.C. 134(d) (3) & (i) (2)(G)]

The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include—

- consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated. [23 U.S.C. 134(i)(2)(H)]

The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan. [23 U.S.C. 134(i)(6)(A)]

While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement

program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan. [23 U.S.C. 134(k)(3)]

Appendix D: Comments received on Participation Plan

Add a new column in outreach strategies for non-traditional outreach methods.

Discuss how appropriate public comments are going to be incorporated into planning documents.
Provide more detail on “Environmental Justice Strategies” along with examples on how KATS will build relationships and trust across diverse populations.

Consider adding an appendix with a list of environmental consultation groups and traditional underserved groups.

Could you include your MPO partners in extending the media to their sites as well to further outreach?

Appendix E: Michigan Freight Associations and Stakeholders

Michigan Freight Associations that KATS will contact regarding relevant projects and/or plans

Detroit Intermodal Association and Ocean Freight Association
Michigan Center for Truck Safety
Michigan Railroads Association (MRA)
Michigan Trucking Association (MTA)

Freight Companies and railroads in the KATS planning area that KATS will contact regarding relevant projects and/or plans

All Seasons Express
A2 Global Shipping
B&B Trucking Inc.
Chrome Carriers Trucking, LLC
FedEx Freight
The Grand Elk Railroad
HRJ Inc.
Hot- Line Freight System Inc.
Hogan Truck Leasing and Rental
J & L Motor Express Inc.
LDS Inc.
Lewis C Howard Inc.
Lindsey Dedicated Services
National Storage Company
Old Dominion Freight Line
Pak Mail
PITT OHIO
Pro-Med Delivery Services Inc.
Ryder
Two Men and a Truck
UPS Distribution Center
Watco Companies

Appendix F: Stakeholder Organizations

“The Public Participation Plan states that The Kalamazoo Area Transportation Study will work to encourage the participation of persons who have been traditionally underserved to meet the requirements of Executive Order 12898 related to Environmental Justice and the Americans with Disabilities Act of 1990. KATS, through written communication, email, newsletters, or phone, will endeavor to notify the appropriate groups listed below when a particular agenda item directly impacts an organization or the clientele they represent.”

Stakeholder organizations representing:

- Elderly
- Disabled
- Non-Motorized transportation users
- Minority populations
- Low income populations
- Transit users
- Immigrant populations
- Homeless

Stakeholder Organizations Representing the Elderly

Organization	Description	Contact Information
Comstock Community Center	The Comstock Community Center develops resources and provides a setting for education, recreation, social events, human services and life-long learning activities to enhance the lives of community members and build a healthier community.	6330 King Highway PO Box 34 Comstock, MI 49041 269-345-8556 Phone 269-345-9486 Fax info@comstockcc.com
Coover Senior Center/ Senior Services, Inc.	The Coover Senior Center offers a variety of opportunities for seniors to come together and get involved. The Center offers health screening, recreational activities and educational classes. The Center provides endless opportunities for seniors to grow, change, learn and to contribute.	918 Jasper Street Kalamazoo, MI 49001 (269) 382-0515 tbrown@seniorservices1.org
Ecumenical Senior Center	Provides a broad spectrum of services, resources, and activities to enhance the quality of the lives of older citizens.	702 N. Burdick Kalamazoo, MI 49007 269-381-9750 info@ecumenicalsc.com
Portage Senior Center	The mission of the Portage Senior Center is to provide, with the help of its members, information and a range of services, activities and volunteer opportunities that promote personal growth, health, friendship and independence for area persons over the age of 50	320 Library Lane Portage, MI 49002 (269) 329-4555
Richland Area Community Center	An inclusive, multi-generational environment with a special mission to serve seniors and youth.	9400 East CD Avenue Richland, MI 49083 (269) 629-9430
Senior Day Services	Western Michigan University Senior Day Services is an adult day program designed to serve individuals with cognitive or	1515 Helen Ave Portage, MI 49002

	functional impairments that need special assistance or supervision during the day.	(269) 553-3370
Senior Services of VanBuren County	Provides services, opportunities, and support for seniors	600 E. Michigan Paw Paw, MI 49079 269-655-8000
South County Community Services	Provides a diverse range of opportunities and services around local community to help increase social wellness. Specializes in programs for adults with disabilities, senior programs, and hosted programs	105 S. Kalamazoo Street Vicksburg, MI 49097 269-649-2901

Stakeholder Organizations Representing the Disabled

Organization	Description	Contact Information
Advocacy Services for Kids (ASK)	Empowers families raising children with mood, behavior and emotional disorders by providing support, training and advocacy skills, and collaborating with community partners to improve the system of care for children.	445 W. Michigan Avenue, Suite 102 Kalamazoo, MI 49007 (269) 343-5896
Area Agency on Aging Region 3a	Provides quality services that enable older persons to live independently with dignity, in their own homes or chosen places of residence.	<u>3299 Gull Road</u> <u>Kalamazoo, MI 49048</u> (269) 373-5147
Autism Society of Kalamazoo/Battle Creek	The mission of the Autism Society of Kalamazoo/Battle Creek is to connect individuals within the autism spectrum as well as their community with life long access to resources and opportunities through advocacy, public awareness, education, and research.	814 South Westnedge Kalamazoo MI 49008 269-326-3023 info@kalamazooautismsociety.org
<u>Community Advocates for Persons with Developmental Disabilities</u>	The ARC affiliate in Kalamazoo County. They advocate for and support persons with developmental disabilities and their families.	3901 Emerald Drive Suite B Kalamazoo, MI 49001 269-342-9801 srush@communityadvocates.org
<u>Fair Housing Center of Southwest Michigan</u>	Committed to eliminating all forms of housing discrimination in Southwest Michigan through fair housing education, enforcement and advocacy. Persons with disabilities are a protected class and landlords cannot discriminate against a person on the basis of disability.	405 W Michigan Avenue Kalamazoo Michigan 49007 866-637-0733 info@fhcswm.org
<u>Kalamazoo Community Mental Health &</u>	Provides a variety of services to adults and children with severe & persistent mental	418 W Kalamazoo Ave Kalamazoo, MI 49007

<u>Substance Abuse Services</u>	illness, developmental disabilities or substance abuse disorders.	Services for Youth and Families (269) 553-7120 Services for Adults with Intellectual and Developmental Disabilities (269) 553-8060
<u>Kalamazoo RESA</u>	Transition Services has information about school-to-life transition planning for students with disabilities in Kalamazoo County.	1918 East Milham Avenue Portage, MI 49002 269-250-9200 kkuhlmann@kresa.org
<u>Kalamazoo Wheelchair Tennis Association</u>	Provides tennis opportunities to chair athletes who reside in lower Western Michigan. It provides an opportunity for those players who are just beginning and those returning to the sport.	269-359-0611 kalamazootennis@gmail.com
<u>Lending Hands</u>	Lends various kinds of home medical and other related equipment, for free and on a temporary basis, to anyone living in Southwest Michigan.	2403 Helen Avenue Portage, MI 49002 269-567-4381
<u>Michigan Foundation for the Blind & Visually Impaired</u>	Located in Kalamazoo. Holds support groups in senior apartment complexes and assists older adults adjust to living with blindness. Holds two seminars each year for students entering the field of blindness and low vision studies.	261 E. Kalamazoo Ave., Suite L400 Kalamazoo, MI 49007 (269) 345-1913
<u>Parent to Parent of Southwest Michigan</u>	A non-profit community organization offering services at no cost to families who have children with disabilities.	445 West Michigan Avenue, Suite 102 Kalamazoo, MI 49007 (269) 345-8950 Executive director: jill@p2pswmi.org
<u>Recovery Institute of Southwest Michigan</u>	A Peer-to-Peer organization for people with psychiatric disabilities. They are located Park Trade Center, 326 W. Kalamazoo Ave, Suite 312, Kalamazoo, MI 49007. Call (269) 343-6725 for more information.	1020 South Westnedge Avenue Kalamazoo Michigan 49008 269-343-6725
<u>Van Buren County Community Mental Health</u>	Established to provide mental health services to adults with severe and persistent mental illness, children with severe emotional disturbance, and individuals with developmental disabilities, residing in Van Buren County.	1020 S Westnedge Avenue Kalamazoo, MI 49008 (269) 343-6725
<u>Van Buren Public Transit</u>	The county wide dial-a-ride service for all residents of Van Buren County.	610 David Walton Drive Bangor, MI 269-427-7921 rides@vbco.org

Stakeholder Organizations Representing Non-Motorized Transportation Users

Organization	Description	Contact Information
Bike Friendly Kalamazoo	A network of volunteers drawn from throughout greater Kalamazoo, together with a number of communities in our metropolitan planning area who aim to make the community even more bicycle friendly while facilitating other non-motorized uses as well.	http://bikefriendlykalamazoo.org/about/contact/
Complete Streets Coalition of Kalamazoo	Advocates for safe streets for all users.	CompleteStreetsCoalition@gmail.com
Kalamazoo Bicycle Club	Established in 1971, the Kalamazoo Bicycle Club (KBC) is an organization devoted to addressing the needs of bicycle-riding enthusiasts in the Kalamazoo area by offering a variety of rides throughout the bike season, engaging in community bicycling advocacy, and educating both its members and the general public about bike safety.	Kalamazoo Bicycle Club P.O. Box 50527 Kalamazoo, Michigan 49005
Open Roads	Open Roads facilitated our first bike program in 2009 with a mission to teach youth bike mechanic skills and social skills in order to better prepare them for their future.	1523 Riverview Drive Suite B Kalamazoo, MI 49004 269-365-9142
The Southwest Michigan Alliance for Recreational Trails (SMART)	SMART was created to promote the connection of trails among nine southwest Michigan counties and with trails in neighboring regions. The nine southwest Michigan counties include Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren.	376 West Main Street Suite 130 Benton Harbor, MI 49022-3651 Kalamazoo County David Rachowicz 269-383-8778 DMRACH@kalcounty.com Van Buren County Larry Hummel Road Commission 269-674-8011

Stakeholder Organizations Representing Minority Populations

- Kalamazoo Neighborhood Associations represent minority and environmental justice populations

Stakeholder Organizations Representing Low Income Populations

Organization	Description	Contact Information
Portage Community Center	For 40 years the Portage Community Center has been the only human services organization in the City of Portage. We help Portage residents with emergency assistance, youth development as well as several hosted programs. It is our goal to <i>Make Life Better</i> for those in our community!	
South County Community Services	A human services agency in Southern Kalamazoo County that provides financial support in areas such as housing, utilities, health care, and holiday assistance.	105 S. Kalamazoo Street Vicksburg, MI 49097 269-649-2901

- Many Kalamazoo neighborhood associations include and represent low income populations

Stakeholder Organizations Representing Immigrant Populations

Organization	Description	Contact Information
The Ark	24/7 voluntary short-term (21-day maximum) crisis intervention shelter for youth ages 10-17 who are homeless, have run away from home or are experiencing a crisis in their lives. Serves residents of Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph and Van Buren counties. No fee for services.	1819 Gull Road Portage, MI 49008 800-873-8336 http://arkforyouth.org/
Immigration Assistance Program - Diocese of Kalamazoo	The mission of the Immigration Assistance Program (IAP) is to provide the indigent immigrant population of the nine counties of the Diocese of Kalamazoo with low-cost, competent legal representation in their immigration matters.	215 N. Westnedge Avenue Kalamazoo, MI 49007 Tel: 269-385-1019
Michigan Immigrant Rights Center	The Michigan Immigrant Rights Center (MIRC) is a legal resource center for Michigan's immigrant communities. MIRC works to build a thriving Michigan where immigrant communities are fully integrated and respected.	3030 S. 9th Street, Suite 1B Kalamazoo, MI 49009 (269) 492-7196

Stakeholder Organizations Representing the Homeless

<p>Continuum of Care (CoC) Kalamazoo</p>	<p>The Continuum of Care (CoC) is operated as a compliment to the LISC Sustainable Communities Initiative. This collaboration of nonprofit, business, government, education, health, human service, advocacy entities, and constituent groups are creating a comprehensive and integrated approach to end homelessness and insure permanent housing for low-income people.</p>	<p>141 E. Michigan Ave. Suite 501 Kalamazoo, MI 49007 Phone: 269-459-4120</p>
<p>Housing Resources, Inc.</p>	<p>The 24 bed Eleanor House offers a homelike setting 24/7, meeting the needs of homeless families by providing a safe haven while they prepare to move to independent housing. More than 60% of its guests are children who average nine years of age. During their stays, Eleanor House residents receive referrals to vital community resources and on-site assistance in exploring their future housing options.</p>	<p>420 E Alcott St # 200 Kalamazoo, MI 49007 (269)382-0287 http://www.housingresourcesinc.org</p>
<p>Kalamazoo Gospel Mission</p>	<p>The Good Samaritan program is the first level of our shelter services. It offers any person a safe place to sleep for the evening. In addition to a place to sleep, we offer three meals a day, laundry services, hygiene products and clothing vouchers to the Rescued Treasures store.</p>	<p>448 N. Burdick Street Kalamazoo, MI 49007 (269)345-2974 http://www.kzoogospel.org/</p>
<p>Kalamazoo Overnight Shelter - Oakland House Shelter</p>	<p>The KCMHSAS Housing Recovery Center (HRC) functions to assist individuals with finding and maintaining safe, accessible, and affordable housing. The HRC provides a broad array of housing related services focused on individuals with a mental health and/or substance use issue.</p>	<p>1207 Oakland Dr. Kalamazoo, MI 49007 (269) 532-1270 http://kazoocmh.org</p>
<p>Ministry with Community Day Shelter</p>	<p>Our mission is to provide food, daytime shelter and other basic services to central Kalamazoo's homeless, poor, mentally ill and hard-to-serve adults. Through community cooperation we provide these services in an atmosphere of dignity, hope and unconditional acceptance. We are open 11 hours/day, 365 days/year.</p>	<p>500 N. Edwards Kalamazoo, MI 49007 (269) 343-6073 http://www.ministrywithcommunity.com/</p>

<p>The Open Door Shelter for Men</p>	<p>The Open Door is a residential program for men who have nowhere to live. Men in the program concentrate on becoming financially stable and self-supporting. Men who do not have jobs search full time for employment.</p>	<p>416 Ranney Street Kalamazoo, MI 49001 (269)345-1431 http://www.opendoorskalamazoo.org</p>
<p>The Open Doors Shelter for Women</p>	<p>Emergency Shelter for single women only. Between ages 17 and 35. Call, 24 hours a day.</p>	<p>1215 W. North Street Kalamazoo, MI 49006 (269)349-2119</p>