

The Metropolitan Planning Organization for the Greater Kalamazoo Area



2023-2026

Transportation Improvement Program Adopted May 25, 2022

**Kalamazoo Area Transportation
Study**

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KATS
KALAMAZOO AREA
TRANSPORTATION STUDY

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FY 2023 - 2026

Transportation Improvement Program

For the Kalamazoo Metropolitan Area

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Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program (TIP) will satisfy the Program of Projects (POP) requirements for the following grantees: Kalamazoo Metro Transit, the Kalamazoo County Transportation Authority, the Central County Transportation Authority and Van Buren Public Transit.

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."

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FY 2023-2026 Transportation Improvement Program for the Kalamazoo Metropolitan Area

Table of Contents

INTRODUCTION.....	7
Policy Committee Voting Membership	9
Technical Committee Voting Membership.....	10
Kalamazoo Area Transportation Study Staff.....	10
PROGRESS ON THE FY 2023 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM MAJOR PROJECTS.....	11
Completed Major Projects	11
Projects Moved to FY 2023-2026 TIP (Delayed from original planned year).....	11
PERFORMANCE MANAGEMENT AND THE TRANSPORTATION IMPROVEMENT PROGRAM.....	11
Performance Targets.....	11
State Targets	11
MPO Targets	12
Table 1: National Transportation Performance Measures	12
Current TIP Procedures for Selecting/Programming Projects and Addressing Performance Measures	12
Table 2: Prioritization Factors Related to Performance Measures	13
Public Transportation National Performance Goals.....	14
Performance-Based Planning in the Kalamazoo Area Transportation Study.....	14
MPO TARGET SETTING	16
Safety.....	16
Table 3: Michigan Crash Trends; 2016-2020.....	16
Table 4: Michigan State Safety Targets - Calendar Year 2022	16
Table 5: Local Safety Funding in FY 2023-2026 TIP	17
Pavement	17
Table 6: 2017 NHS Inventory (miles of through lanes of pavement)	17
Table 7: 2017 Non-Interstate NHS IRI	17
Table 8: Michigan State Pavement Targets	19
Bridge	19
Table 9: Michigan State Bridge Targets.....	20
System Reliability	20
Table 10: Michigan State Reliability Targets.....	21
Transit Performance Measures and Targets.....	21
Table 11: Metro State of Good Repair (SGR) Performance Targets and Measures	21
Table 12: Rural State of Good Repair Targets for 2019	22
Congestion Management Process	22
National Highway System (NHS) Asset Management Plan	23
PROJECT PRIORITIZATION PROCESS	23
Prioritization Process Factors.....	24
Transportation Control Measures in the Transportation Improvement Program.....	25
2023 Projects	25
2024 Projects	25
2025 Projects	25
2026 Projects	25
CONNECTION BETWEEN THE TRANSPORTATION IMPROVEMENT PROGRAM AND THE METROPOLITAN TRANSPORTATION PLAN.....	25
AIR QUALITY-TRANSPORTATION CONFORMITY.....	26
Table 13: Transportation Pollutants and Precursor Emissions.....	27
TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN	28

Table 14: Forecast of Resources Available for Local Capital Needs on the Federal-Aid Highway System in the KATS Metropolitan Area.....	35
Table 15: Forecast of Operations and Maintenance Costs on the Local Federal-Aid System in the KATS Metropolitan Area	36
Table 16: Forecast of Resources Available for Public Transit Needs in the KATS Metropolitan Area	39
Table 17: Demonstration of Local Fiscal Constraint, FY 2023 through FY 2026 TIP	40
Funded Project Listing	41
Illustrative Project Listing.....	57
PUBLIC INVOLVEMENT	60
ENVIRONMENTAL JUSTICE.....	60
Delineation of Environmental Justice Areas.....	60
Analysis of Impacts on Minority, Low Income, and Aging Population Areas	63
Potential Positive Impacts.....	64
Table 18: Capacity Projects within Environmental Justice Areas	64
Environmental Justice Finding.....	65
FY 2023	65
FY 2024	65
FY 2025	65
FY 2026	65
CONSULTATION.....	70
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM.....	70
APPENDICES.....	71
Appendix A: List of Available Federal-Aid Highway and Transit Resources.....	72
Appendix B: Financial and Operations and Maintenance Assumptions	74
Appendix C: Public Involvement and Summary of Public Comment	75
Appendix D: Resolution Adopting the Fiscal Year 2023-2026 TIP	77
Appendix E: Metropolitan Transportation Planning Process Certification.....	78
Appendix F: Prioritized Project List- Including Illustrative Projects	79
Appendix G: Illustrative Project List.....	94
Appendix H: Strategic Highway Network and Federal Land in the KATS MPO Boundary	103
Appendix I: Fiscal Constraint.....	104
MAPS	
Map 1: KATS Rural and Small Urban Funding Areas.....	8
Map 2: National Functional Classification for the KATS MPO Boundary	15
Map 3: Local National Highway System for the KATS MPO Boundary	18
Map 4: FY 2023-2026 Funded Transportation Improvement Program Projects.....	58
Map 5: FY 2023-2026 Illustrative Transportation Improvement Program Projects.....	59
Map 6: FY 2023-2026 Transportation Improvement Program Projects and Aging Areas	66
Map 7: FY 2023-2026 Transportation Improvement Program Projects and Low Income Areas	67
Map 8: FY 2023-2026 Transportation Improvement Program Projects and Minority Areas	68
Map 9: FY 2023-2026 Transportation Improvement Program and Transit Mobility.....	69
Map 10: Strategic Highway Network and Federal Land in the KATS MPO Boundary.....	103

INTRODUCTION

The FY 2023 - 2026 Transportation Improvement Program (TIP) presents projects and programs selected for implementation in the Kalamazoo metropolitan area. The program has been developed and compiled using the cooperative and coordinated efforts between transportation agencies, the Michigan Department of Transportation (MDOT), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the Kalamazoo Area Transportation Study (KATS) under the forum of the Metropolitan Planning Organization (MPO). Over 20 million dollars in highway project commitments will improve numerous miles of roadway over the life of the TIP. Funding commitments for transit operations and capital improvements total over 5 million dollars.

The TIP, as presented, has been recommended and approved by the following Kalamazoo Area Transportation Study Committees, with extensive public input throughout:

Transportation Improvement Program Subcommittee
Technical Committee
Policy Committee

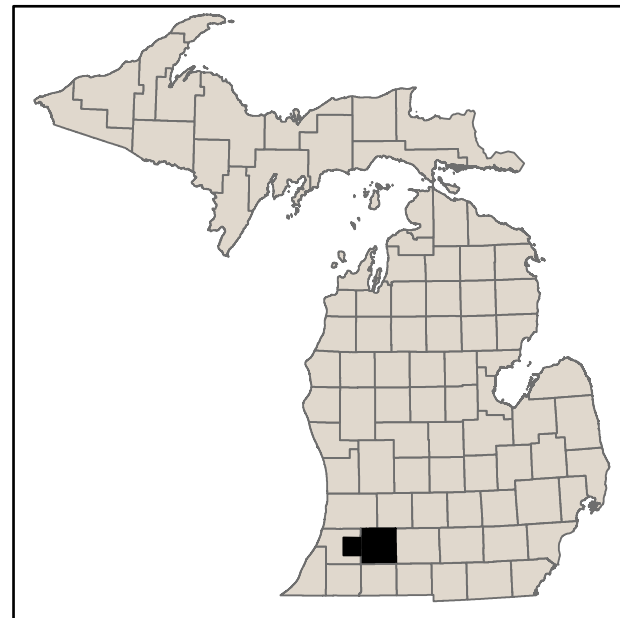
A copy of the committee(s) membership is included in this document for information purposes. The committees are, collectively, an extensive cross-section of both direct and indirect representatives of professional staffs and elected officials of the governmental units and transportation service providers in the KATS study area. Meetings during the Transportation Improvement Program development process were open to the public, and meeting notices and agendas were posted in accordance with the approved Kalamazoo Area Transportation Study Participation Plan. Copies of the draft Transportation Improvement Program were made available at numerous public offices (governmental) throughout Kalamazoo and Van Buren Counties. Information on the Transportation Improvement Program was also available on the KATS website www.KATSmpo.org.

The TIP, as required by federal regulations, addresses all projects proposed to use federal funding within the KATS Study Area. It includes both highway/roadway projects and public transportation operations and expenditures.

The Financial Constraint Analysis provides an overview of federal funds as they will be distributed to each road and transit agency. Available local funding for projects and programs contained in this program are based on agency projections. These numbers are also consistent with financial estimates of reasonably expected funding made in the approved 2050 Metropolitan Transportation Plan.

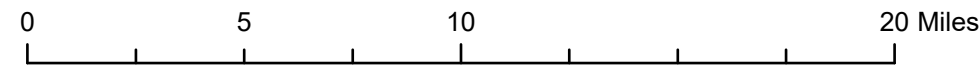
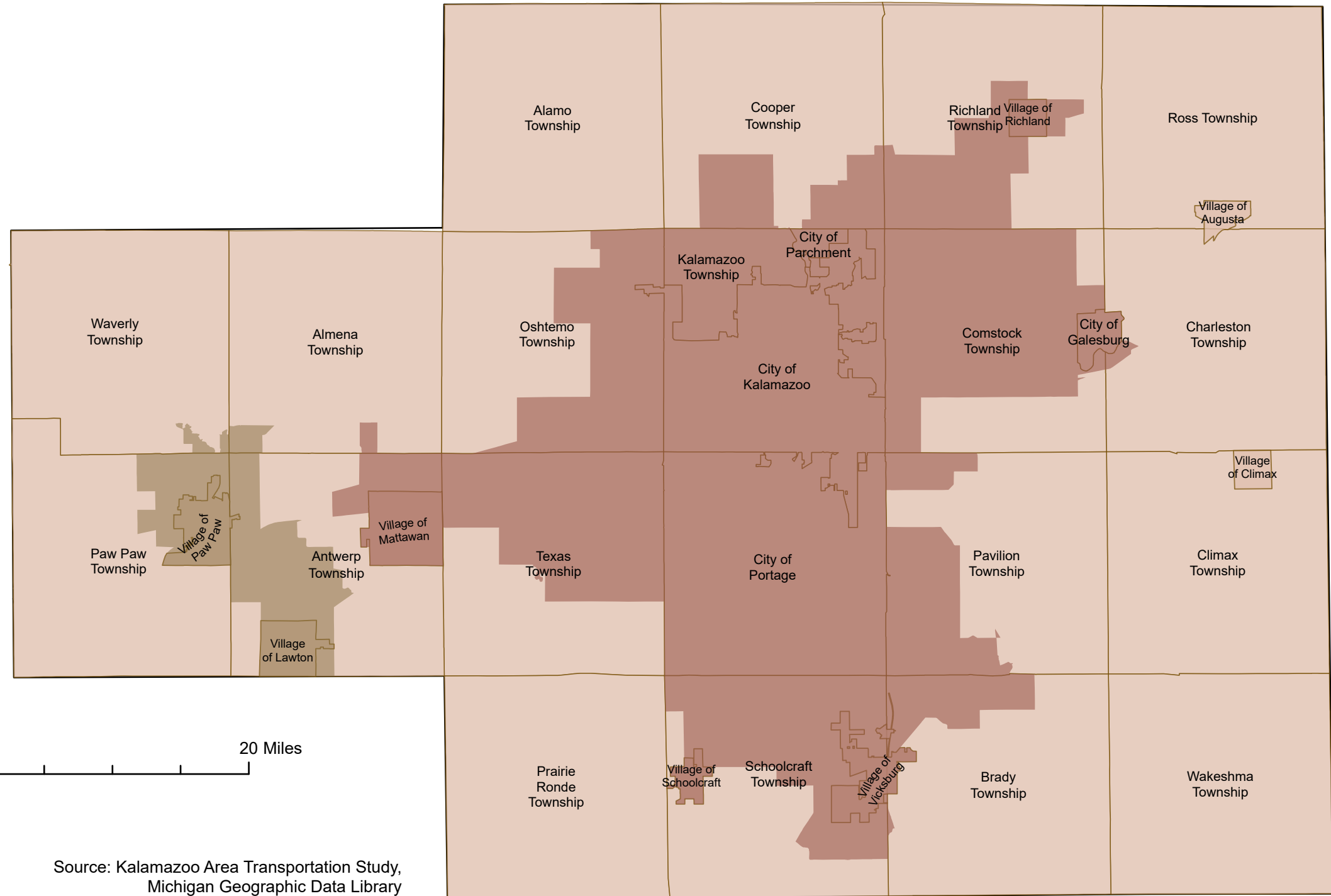
The Table of Contents provides a direct guide to reviewing the various project categories.

Map 1: KATS Rural and Small Urban Funding Areas



Legend

- Kalamazoo Urbanized Area
- Paw Paw Small Urban
- Cities, Townships, and Villages
- MPO Boundary



Source: Kalamazoo Area Transportation Study,
Michigan Geographic Data Library

November 2021

Policy Committee Voting Membership

Michigan Department of Transportation Bureau of Transportation Planning
Michigan Department of Transportation Kalamazoo Transportation Service Center

City of Kalamazoo
City of Parchment
City of Portage
City of Galesburg

Alamo Township
Almena Township
Antwerp Township
Brady Township
Climax Township
Cooper Charter Township
Comstock Charter Township
Kalamazoo Charter Township
Oshtemo Charter Township
Pavilion Township
Prairie Ronde Township
Richland Township
Ross Township
Schoolcraft Township
Texas Charter Township

Village of Augusta
Village of Climax
Village of Lawton
Village of Mattawan
Village of Paw Paw
Village of Richland
Village of Schoolcraft
Village of Vicksburg

Central County Transportation Authority
Kalamazoo County Board of Commissioners
Kalamazoo County Transportation Authority
Road Commission of Kalamazoo County
Van Buren County Board of Commissioners
Van Buren County Road Commission
Van Buren Public Transit

Western Michigan University

Technical Committee Voting Membership

(Indicates more than 1 individual representing the organization)

Michigan Department of Transportation Bureau of Transportation Planning
MDOT Kalamazoo Transportation Service Center Southwest Region Office

City of Galesburg

City of Kalamazoo

Department of Public Services (3)

Department of Economic Development & Planning

City of Parchment

City of Portage

Transportation and Utilities (3)

Community Development

Kalamazoo County Planning and Community Development

Road Commission of Kalamazoo County (2)

Van Buren County

Van Buren County Road Commission

Van Buren Public Transit

Comstock Charter Township

Oshtemo Charter Township

Texas Charter Township

Village of Augusta

Village of Lawton

Village of Mattawan

Village of Paw Paw

Village of Schoolcraft

Village of Vicksburg

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PROGRESS ON THE FY 2023 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM MAJOR PROJECTS

The FY 2020 - 2023 Transportation Improvement Program (TIP) was adopted on May 29, 2019. The FY 2020 - 2023 TIP was developed under the Moving Ahead for Progress in the 21st Century Act (MAP-21) legislation, then adopted under the Fixing America's Surface Transportation (FAST) Act. Under CFR 23, Section 450.326, the Transportation Improvement Program should . . . *"List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects."*

All major projects that were regionally significant in the FY 2020 – 2023 TIP are completed, underway, or have been moved to the FY 2023-2026 TIP:

Completed Major Projects

- I-94 between Lovers Lane and Portage Road
- I-94 between Lovers Lane and Sprinkle Road
- I-94 between Portage Road and Sprinkle Road

Projects Moved to FY 2023-2026 TIP (Delayed from original planned year)

- US-131 over KL Avenue and Amtrak

PERFORMANCE MANAGEMENT AND THE TRANSPORTATION IMPROVEMENT PROGRAM

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required, these include: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delay.

Performance Targets

State Targets

Within one year of the United States Department of Transportation (US DOT) final rule on performance measures, States are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency each State must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)].

The Statewide Transportation Improvement Program (STIP), State asset management plans under the National Highway Performance Program (NHPP), and State performance plans under the Congestion Mitigation and Air Quality Improvement program are required to include performance targets. Additionally, State and MPO targets should be included in Statewide transportation plans. 23 CFR 450.326 (c) and (d) require that (c) the TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and

(d) the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

MPO Targets

Within 180 days of States or providers of public transportation setting performance targets, MPOs are required to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

Table 1: National Transportation Performance Measures

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of non-motorized fatalities and non-motorized serious injuries	Approved adoption of statewide 2022 Targets: November 2020
Pavement & Bridge Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets: August 2020
System Performance & Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	Approved adoption of statewide targets: August 2020
Congestion Mitigation & Air Quality*	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Approved adoption of statewide targets: May 2020
Public Transportation	State of Good Repair Targets; Public Transportation Agency Safety Plan: <ul style="list-style-type: none"> • Rolling Stock • Equipment • Facilities • Infrastructure 	State of Good Repair Targets reported TAM Report, October 2020. Reaffirmed for CY 2021

***Congestion Mitigation & Air Quality no longer applies to the KATS area, listed for information only.**

KATS is currently working with the Michigan Department of Transportation, Federal Highway Administration, and the Federal Transit Administration to continue the implementation of a performance-based approach to carrying out the Federal Highway program.

Current TIP Procedures for Selecting/Programming Projects and Addressing Performance Measures

Through the KATS Prioritization Process, funding has been assigned that generally targets the performance measure areas specified through legislation. Like other MPOs statewide, KATS has and continues to face limitations in funding resources at the local, state, and federal levels and has established goals and objectives in the MTP, particularly in the Financial Plan document to guide project selection.

During the TIP Call for Projects, road agencies are required to submit a TIP application to be considered for funding. TIP applications are scored and prioritized on how well they address and incorporate pavement conditions, local and economic development elements, safety, and area-wide impacts. The

2023-2026 TIP application was revised to better emphasize a refined performance-driven project selection process. KATS will also continue to gather data for the development of performance measures such as pavement and bridge conditions, traffic volumes, level of congestion, freight data, air quality, emissions reductions, and crash data.

Table 2: Prioritization Factors Related to Performance Measures

Area	Measures	Prioritization Factor
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of non-motorized fatalities and non-motorized serious injuries	<ul style="list-style-type: none"> • Crashes per MVMT/MEV • Project corrects identified safety issues and has correctable MVMT/MEV crash rate of 3 or higher • Project (or corridor) identified in Regional Safety Plan
Pavement & Bridge Asset Management	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	<ul style="list-style-type: none"> • Pavement Surface Evaluation and Rating
System Performance & Freight	Interstate travel time reliability; Non-Interstate travel time reliability; Truck travel time reliability	<ul style="list-style-type: none"> • ADT/1000 rounded • National Functional Classification • Operational Improvements
Congestion Mitigation & Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	<ul style="list-style-type: none"> • Congestion Management Process • CMAQ Funding • Operational Improvements
Public Transportation	State of Good Repair Targets; Public Transportation Agency Safety Plan: <ul style="list-style-type: none"> • Rolling Stock • Equipment • Facilities • Infrastructure 	<ul style="list-style-type: none"> • State of Good Repair Targets • Transit Asset Management Plan • Project located on Line Haul Transit Route (stop improvements)

*Additional information on Prioritization in Project Prioritization Process Chapter

KATS will begin to analyze progress toward the performance goals in fiscal years 2022 and 2023 using the annual listing of obligated projects and forthcoming Annual Performance Report to illustrate spending

in each category (including bridges, safety, road restoration, non-motorized facilities, etc.) and status on performance. Obligated/completed projects will be evaluated to determine whether they contribute towards each performance goal. KATS will begin to fully implement these performance goals during the life of the 2023-2026 TIP. Furthermore, staff will also continue to work with other MPOs on best practices for performance-based programming of projects and analysis of performance measure data.

Public Transportation National Performance Goals

Federal legislation also mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

1. Rolling Stock - means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services
2. Equipment - means an article of non-expendable, tangible property has a useful life of at least one year
3. Facilities - means a building or structure that is used in providing public transportation
4. Infrastructure - means the underlying framework or structures that support a public transportation system

A full analysis and in-depth discussion of targets was done during the development of the current Metropolitan Transportation Plan which took place in 2021, with adoption in November 2021.

Performance-Based Planning in the Kalamazoo Area Transportation Study

The KATS has several systems in place to address the mandated performance measures and targets. KATS maintains a traffic count program which has been integrated into a traffic count database system. This system improves data collection and analysis for the travel demand model with forecasts future traffic congestion. The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides KATS with data (both current and historic) to address the status of pavement conditions in the KATS area. MDOT also collects data through the Highway Performance Monitoring System (HPMS). KATS has access to detailed traffic crash data for its area through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety and RoadSoft.

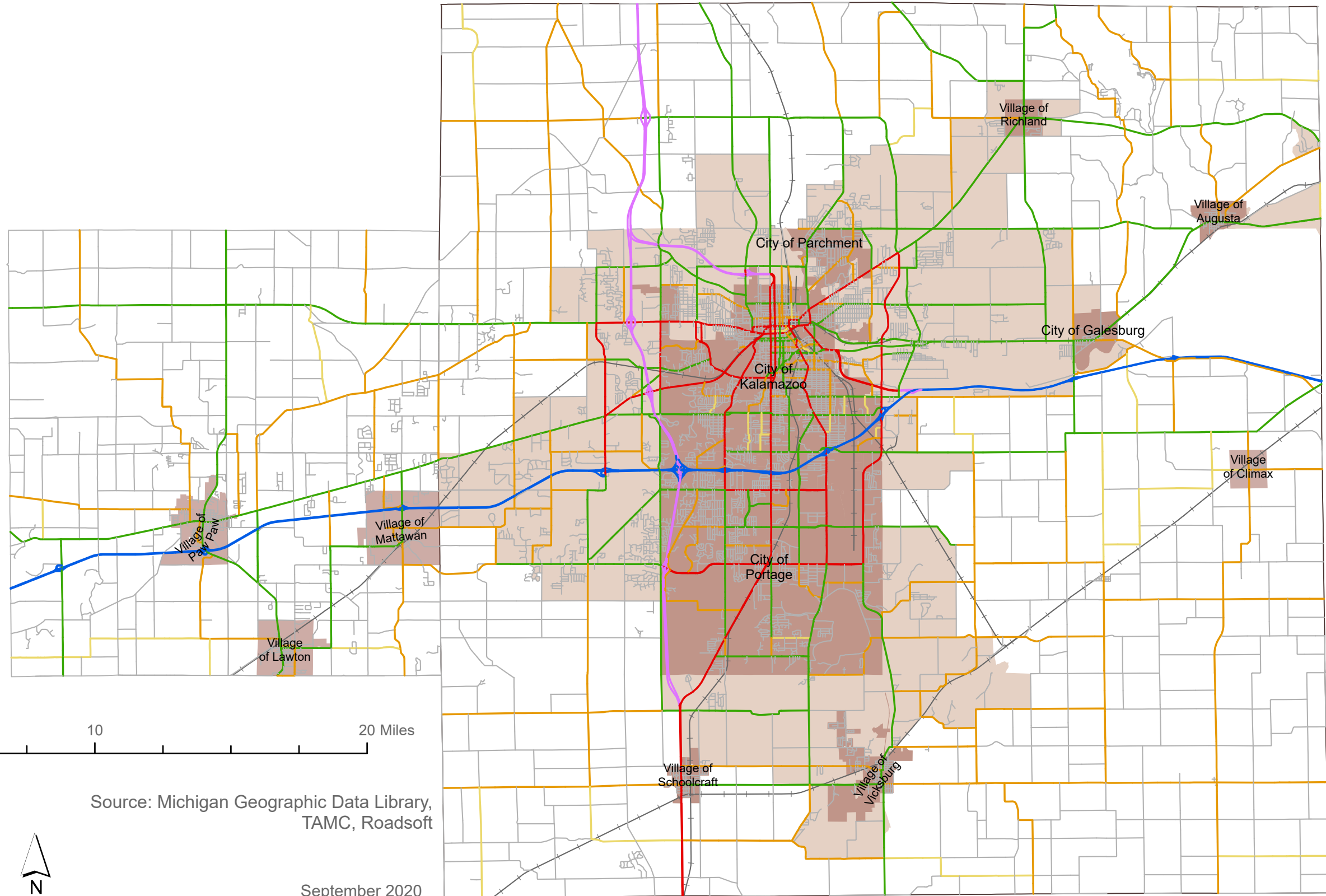
Most of the performance targets are directed at the National Highway System, which is primarily under the jurisdiction of MDOT in the KATS area. Therefore, KATS will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the KATS area subject to the NHS-based performance. Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established.

In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs as new targets are established, KATS will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this section. This will be done using the best available data at the time of assessment. Projects expected to provide a high level of benefit in meeting identified performance targets will be considered for priority in programming.

Map 2: National Functional Classification for the KATS MPO Boundary

Legend

- Railroads
- National Function Classification
- NFC
- Interstate
- Other Freeways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Cities and Villages
- ACUB



Source: Michigan Geographic Data Library, TAMC, Roadsoft

September 2020



MPO TARGET SETTING

Safety

The first performance measure for which specific targets were required is the safety category. On August 31, 2020, the Michigan Department of Transportation (MDOT) reported to Michigan's metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2021. MDOT and Michigan's MPOs had been meeting prior to this announcement over a period of several months to discuss the setting of these performance measures. The state establishment of safety targets set in motion the clock for MPOs to decide upon their MPO safety targets within 180 days after that date, or by February 27, 2021. On November 18, 2020, the KATS Policy Committee voted to exercise its option to "support the state targets" for the 5 categories of safety information. Safety targets are required to be developed by the state and responded to by the MPOs each year. KATS continued this process, by continuing their support of the state targets for the Calendar Year 2021 State Safety Targets on November 18, 2020.

Table 3: Michigan Crash Trends; 2016-2020

	2016	2017	2018	2019	2020
Fatalities	1,065	1,031	974	985	886
Serious Injuries	5,634	6,084	5,586	5,629	4,960
Non-Motorized Fatalities & Serious Injuries	740	798	740	805	714

Table 4: Michigan State Safety Targets - Calendar Year 2022

Safety Performance Measure	Baseline Condition (2016-2020)	Calendar Year 2022 State Safety Target
Fatalities	1028.2	1065.2
Fatality Rate	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate	5.778	5.892
Non-Motorized Fatalities & Serious Injuries	762.8	791.6

Michigan State Safety Targets are based on a five-year rolling average from calendar year 2016 to 2020. KATS has limited access to federal safety funds provided to the state, as the state manages safety funds through a statewide grant pool. However, through the KATS Prioritization process, projects that address identified traffic safety issues receive additional points towards the likelihood of funding through other funding sources.

A regional traffic safety plan was completed for a five-county region of southwest Michigan by a consultant retained by MDOT. One result of the Southcentral Regional Traffic Safety Plan was the recommendation that safety projects target certain emphasis areas of traffic safety. The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The four highest priority emphasis areas were: lane departure,

intersection safety, pedestrian and bicycle safety, and drivers aged 24 years and younger. The results of the regional review were reported by county. KATS was able to break-out the data individually for the provided data set for Kalamazoo County, however, it is not possible to break-out the four-township area of Van Buren County. KATS will evaluate the identification of potential high-risk areas, segments, and intersections identified in the appendices of the Plan as locations needing further evaluation.

In the Southcentral Regional Traffic Safety Plan, the consultant identified intersection and segment data that had an excess of “expected” fatal and injury crashes on an annual basis when examining the 2010-2014 crash data. The locations were ranked as low, medium, and high for this criterion. The number of excess crashes to be expected for each of the categories was identified as: high = greater than 5, medium = 3 to 5, and low = 1 to 3.

Table 5: Local Safety Funding in FY 2023-2026 TIP

2023 Total Revenue	2024 Total Revenue	2025 Total Revenue	2026 Total Revenue
\$1,451,940	Not Programmed	Not Programmed	Not Programmed

Pavement

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four pavement condition metrics are: International Roughness Index (IRI), Cracking Percent, Rutting, and Faulting as reported by each state to the Highway Performance Monitoring System (HPMS) database. IRI and cracking percent are metrics for all road types. Rutting is only applicable to asphalt pavements and faulting is only measured for jointed concrete pavements. The rule applies to the entire National Highway System (NHS), which includes Interstate and Non-interstate NHS. MDOT is responsible for approximately 6,079.7 through-lane miles of interstate in Michigan, as of 2017. The Non-Interstate portion of the system includes MDOT trunkline routes (M-routes) (about 12,081 miles in 2017) and local government owned non-trunkline roads (about 4,270 miles in 2017). Local agencies are responsible for roughly 19% of the NHS route mileage in Michigan.

Table 6: 2017 NHS Inventory (miles of through lanes of pavement)

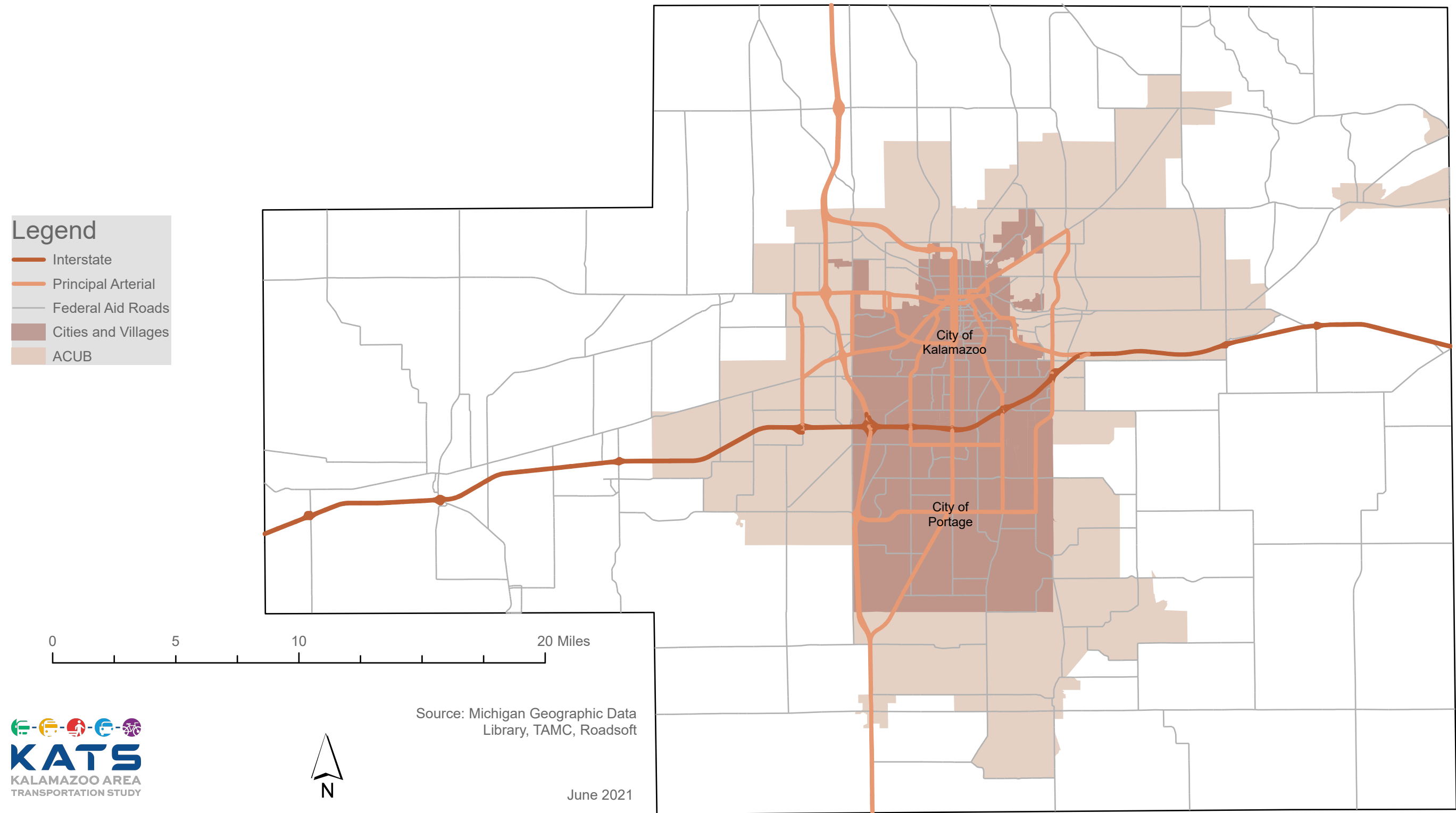
	Interstate	Non-Interstate	Trunkline Non-Interstate	Non-Trunkline Non-Interstate	Total NHS Miles
KATS MPO	157.49	378.89	215.09	163.79	536.38
Statewide	6,079.70	16,352.27	12,081.56	4,270.71	22,431.97

Table 7: 2017 Non-Interstate NHS IRI

	Good	Fair	Poor
KATS MPO	33.4%	44.3%	22.3%
Statewide	49.7%	31.6%	18.6%

In May of 2018, MDOT established 2-year and 4-year targets for a 4-year performance period for pavement condition on the National Highway System (NHS) in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. In addition, biennial progress reports are to be submitted to FHWA. There are a total of three progress reports due within the 4-year performance period: a Baseline Performance Report due October 1, 2018; a Mid-Performance Period Progress Report due October 1, 2020; and a Full Performance Period Progress Report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: % of Interstate road pavement in “Good” condition; % of Interstate road pavement in “Poor” condition; % of Non-interstate NHS pavement in “Good” condition; and % of Non-interstate NHS pavement in “Poor” condition.

Map 3: Local National Highway System for the KATS MPO Boundary



MPOs are required to establish four-year targets for these measures. As with the other performance measures, there is the option to agree to plan and program projects that support MDOT’s targets or establish their own targets for their Metropolitan Planning Area (MPA). KATS adopted to “support” the statewide targets on August 29, 2018.

Table 8: Michigan State Pavement Targets

	Baseline Condition Calendar Year 2017	2-Year Targets	4-Year Targets
% Interstate Pavement in Good Condition	56.8%	N/A	47.8%
% Interstate Pavement in Poor Condition	5.2%	N/A	10%
% Non-Interstate NHS in Good Condition	49.7%	46.7%	43.7%
% Non-Interstate NHS in Poor Condition	18.6%	21.6%	24.6%

The KATS Prioritization process emphasizes the proper maintenance and repair of the system through Asset Management principles. Projects that address identified pavement condition issues, as well as preventative maintenance, receive additional points towards the likelihood of funding.

Bridge

The federal performance measures require that state DOT’s establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOT’s established their first statewide targets by May 20th, 2018. As with the pavement condition reporting, state DOT’s are required to submit three performance reports to FHWA within the 4-year performance period: a Baseline Performance Report by October 1, 2018; a Mid- Performance Period Progress Report by October 1, 2020; and a Full Performance Period Progress Report by October 1, 2022. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in “Good Condition”; and % of NHS bridges in “Poor Condition”.

As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

Starting from the condition reported with the NBI submittal on March 14th of 2018, the expected improved condition from projects and reduced condition from deterioration was summarized into expected condition in 2020 and in 2022. The deck areas in good, fair and poor conditions at each year were summarized. To account for uncertainty, the amount of deck area in good condition was conservatively reduced by 1%, and the amount of deck area in poor condition was increased by 1%. A 1% reduction for uncertainties reflects about 30 average size structures that either deteriorated faster than predicted or that did not see as much of an improvement as predicted.

Unfortunately, four of the bridges that deteriorated faster than predicted dwarfed the 1% reduction planned for uncertainties. If the four large deck area structures had remained in Good condition, then the NHS Good Condition Target would have been exceeded at a value of 30.1%. To account for this unforeseen circumstance and to bring the 2022 targets in alignment with current conditions, the target setting analysis was repeated by combining the current condition (therefore accounting for the bridges that deteriorated faster than predicted), the predicted deterioration rates of the remaining bridges as well as the expected condition following programmed projects.

The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered, the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

On February 24, 2021, KATS adopted to “support” the statewide Adjusted 4-Year Bridge Targets.

Table 9: Michigan State Bridge Targets	Baseline Condition Calendar Year 2017	2-Year Targets	4-Year Targets
% NHS Deck Area in Good Condition	32.7%	27.2%	23%
% NHS Deck Area in Poor Condition	9.8%	7.2%	8.0%

System Reliability

Federal regulations require states and MPOs to use three performance measures for assessing travel time reliability. Travel time data used to calculate each measure is purchased by the Federal Highway Administration and made available for use by states and MPOs. This vehicle probe data set used for the federally required measures is called the National Performance Management Research Data Set (NPMRDS). The data is processed through an analytical software tool known as the Regional Integrated Transportation Information System (RITIS). The travel time reliability measures, as defined in the federal rule are:

- Level of Travel Time Reliability on the Interstate: % of person-miles traveled on the Interstate that are reliable
- Level of Travel Time Reliability on the Non-Interstate National Highway System (NHS): % of person-miles traveled on the Non-Interstate NHS that are reliable
- Freight Reliability Measure on the Interstate: Truck Travel Time Reliability Index

The 2017 and 2018 data shows that Michigan’s Interstate highways and Non-Interstate NHS highways have been between 85 and 86% reliable, meaning that greater than 85% of the person-miles traveled on the NHS system are meeting the reliability thresholds established by the federal regulations. For Trucks, due to the higher federal threshold of comparing the 95th percentile to the 50th percentile, the overall truck travel time index on the Interstates has remained near 1.5.

MDOT set targets in May, 2018 for these measures for the first reporting cycle as shown below. On August 29, 2018 KATS adopted to “support” the statewide reliability targets.

Table 10: Michigan State Reliability Targets

Performance Area	Measure	Baseline Condition from January 2017 to May 2018	2-Year Targets	4- Year Targets
Reliability	Level of Travel Time Reliability of the Interstate	2017 85.2% 2018 84.9%	75.0%	75.0%
	Level of Travel Time Reliability of the Non-Interstate NHS	2017 86.1% 2018 85.7	N/A	70.0%
	Freight Reliability Measure on the Interstate	2017 1.38 2018 1.50	1.75	1.75

The KATS Prioritization Process places additional emphasis on projects that address facilities that carry the largest volumes of traffic, including commercial traffic (freight). KATS also coordinates Congestion Mitigation and Air Quality funding towards projects that improve congestion and increase reliability through ITS.

Transit Performance Measures and Targets

There are two transit providers in the KATS area. Metro is a direct recipient of funds from the Federal Transit Administration. As such, Metro is identified as a Tier II recipient under the current federal legislation and had developed state of good repair targets. The Metro 2018 state of good repair targets are as follows:

Table 11: Metro State of Good Repair (SGR) Performance Targets and Measures

Asset Category	Asset Class	SGR Target Description	2018 SGR Target
Revenue Vehicles	Fixed Route Buses	ULB Benchmark 14 Years	10% exceed ULB
Revenue Vehicles	Medium Duty Buses (Metro Connect)	ULB Benchmark 10 Years	12% exceed ULB
Revenue Vehicles	Medium Duty Buses	ULB Benchmark 12 Years	10% exceed ULB
Revenue Vehicles	Vans (Metro Connect)	ULB Benchmark 6 Years	10% exceed ULB
Revenue Vehicles	Vans (Metro Share)	ULB Benchmark 9 Years	10% exceed ULB
Service Vehicles		ULB Benchmark 10 Years	10% exceed ULB
Facilities			15% 2 or below on FTA TERM Scale

*Useful Life Benchmark (ULB)

Also required is a Transit Asset Management (TAM) Plan and a Transit Agency Safety Plan. Metro completed its TAM Plan by the October 1, 2018 deadline. The federal rulemaking for the transit safety plans is expected to be released no later than April 25, 2018, after which time, state and local steps will be taken to comply with those rules. The Metro Transit Agency Safety Plan is also available on the KATS website.

The other transit agency in the KATS area is located in Van Buren County. Van Buren Public Transit follows state TPM guidance for sub-recipients. Conditions and targets are based on the Useful Life Benchmark (ULB) set by the Federal Transit Agency (FTA).

Table 12: Rural State of Good Repair Targets for 2019

(For MDOT Section 5311 and 5310 sub-recipients)

Asset Class	Current Condition	2019 Target	Plus
Revenue vehicles: small bus and van class	2% past ULB	Not more than 5% will meet or exceed the ULB	Not more than 25% of each agency's fleet will meet or exceed the ULB
Revenue vehicles: large bus class	6% past ULB	Not more than 10% will meet or exceed the FTA ULB	Not more than 25% of each agency's fleet will meet or exceed the ULB
Service vehicles	54% past ULB	100% may exceed the ULB	
Facilities- passenger	0% past ULB	Not more than 1% will exceed ULB	
Facilities – admin/maintenance	5% past ULB	Not more than 5% will exceed ULB	

Congestion Management Process

The Congestion Management Process (CMP) for the Kalamazoo Area Transportation Study is a regionally accepted, systematic approach for managing congestion. It is a multi-modal approach to assess alternative strategies for congestion management and move these strategies into the funding and implementation stages. The Congestion Management Process is a tool used by road and transit agencies to determine what level of capacity improvement is most suitable for a corridor and uses data from the KATS Travel Demand Model, verified and supported by real world data, to analyze submitted capacity improvement projects.

The KATS Congestion Management Process identifies four objectives based off the Goals identified in the 2050 KATS Metropolitan Transportation Plan:

Objective 1: Decrease model-based Vehicle Hours Traveled (VHT) by 5% by 2040.

Objective 2: Promote an increase in non-motorized commuting by increasing the access (mileage) to non-motorized facilities by 10% by 2040.

Objective 3: Increase or upgrade the number of corridors by 10% on the CMP network using modern Intelligent Transportation Systems (ITS) by 2040 to improve intersection performance.

Objective 4: Improve average on-time (real world) performance for transit routes located on the CMP network by 10% by 2040.

KATS works with local communities as they implement congestion mitigation strategies in their project development. Congestion solutions range from low-cost education campaigns and travel demand management strategies to high-cost travel lane expansion.

Congestion is often a subjective determination; it can be recurring (rush hour traffic) or event-driven (a traffic crash). Transportation planners use metrics such as level of service to evaluate the efficiency of a road or intersection. In the KATS Metropolitan Area, congestion is most significant in the morning and evening periods as people commute to and from work. The congestion issues in the KATS Metropolitan Area are largely caused by the amount of single occupant vehicles on the road, not by the amount of people traveling along a corridor. Efficient use of previous and future investments requires a focus on moving the greatest number of people in the least amount of space. This concept is demonstrated in the image below where the space required for 60 people to travel is compared by mode.



Improvements that address congestion should consider multiple options before increasing automobile capacity, per the KATS Congestion Management Process. Alternative congestion management techniques include transportation demand management, creating attractive transportation options, and traffic operations improvements. While alternative transportation improvements may not completely alleviate congestion, they do provide travelers a real choice between sitting through heavy traffic while in a car or moving along via bicycle or enhanced transit, all while helping alleviate congestion issues. A more detailed look at Congestion and the goals associated with its management can be found in the KATS Congestion Management Process document.

National Highway System (NHS) Asset Management Plan

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- Pavement and bridge inventory and conditions on the NHS
- Objectives and measures
- Performance gap identification
- Life-cycle cost and risk management analysis
- Financial plan
- Investment strategies

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems.

A Metropolitan System Performance Report is required in the long-range Metropolitan Transportation Plan (MTP). The next update of the KATS MTP occurred in FY 2021, with Policy committee approval in November 2021.

PROJECT PRIORITIZATION PROCESS

Projects are included in the Transportation Improvement Program (TIP) based on local agency capital programs. These local agency capital programs are developed using a variety of local methods, including extensive public involvement.

The TIP development process starts with a call for projects, in which eligible agencies apply for federal transportation dollars based off the needs established in their capital programs. KATS then assembles the proposed projects into the TIP using the KATS Project Prioritization Process. Federal funding is assigned to projects determined to be most important in the Kalamazoo Metropolitan Area through the

TIP Subcommittee, the Technical Committee, and the Policy Committee. Further information regarding the Prioritization Process can be found on www.katsmpo.org. A summary of the Prioritization Process scoring is below.

Prioritization Process Factors

Factor	Measure	Measure Scoring	Points Available
ADT (Average Daily Traffic)	ADT / 1000, rounded		Up to 15
Freight	Percent of Commercial Traffic, Rounded		Up to 5
Condition- PASER	PASER (Pavement Surface Evaluation and Rating)		Up to 20
	1-2	10 points	
	3-4	20 points	
	5-6	15 points	
	7-10	0 points	
Preventative Maintenance	Number of Preventative Maintenance Fixes	Years	
	1	1-5	2.5
	2	6-10	5
	3	11-15	7.5
	4	16+	10
Local Planning and Economic Development	Identified in Local Planning Efforts 5 points will be assigned for a plan that the project supports		5
Environmental Justice	Project located in identified EJ area		10
Safety	3 or more crashes per MVMT/MEV	5 Points	Up to 5
	Less than 3 crashes per MVMT/MEV	3 Points	
	Project corrects the above identified safety issues and has a correctable MVMT/MEV crash rate of 3 or higher		5
	Project (or corridor) identified in Regional Safety Plan		5
National Functional Classification	Interstate/Other Highway	10	10
	Other Principal Arterial	8	
	Minor Arterial	6	
	Major Collector	4	
	Minor Collector	2	
Operation Improvements	Project includes operation improvements		5
Transit Coordination	Project located on Line Haul Transit Route		5
Total:			100

Transportation Control Measures in the Transportation Improvement Program

Within the Transportation Improvement Program, any Transportation Control Measures are to be identified. Transportation Control Measures:¹

1. Are specifically identified and committed to in State Implementation Plans (SIPs); and
2. Are either listed in Section 108 of the Clean Air Act (CAA) or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.

Examples include:

- Improved public transit,
- Traffic flow improvements and high-occupancy vehicle lanes,
- Shared-ride services,
- Bicycle/pedestrian facilities, and
- Flexible work schedules.

Within the FY 2023 - 2026 Transportation Improvement Program, there are no identified Transportation Control Measures in the State Implementation Plan (SIP) for the Kalamazoo Metropolitan Area. However, KATS uses Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funding to implement projects that directly impact traffic in the area. Those projects are listed below.

2023 Projects

- S. Westnedge: Howard St. to Cork St.: Signal Interconnect

2024 Projects

- 9th Street: Stadium to KL Ave.: Signal Interconnect
- W. Centre Ave.: Angling Rd. to Moorsbridge Rd.: Traffic Signal Replacement and Timing Improvements

2025 Projects

- 9th St.: KL Ave. to M-43: Signal Interconnect
- Kalamazoo Ave.: Douglas Ave. to Harrison St.: Signal Interconnect

2026 Projects

- Michigan Ave.: Douglas Ave. to Harrison St.: Signal Interconnect

CONNECTION BETWEEN THE TRANSPORTATION IMPROVEMENT PROGRAM AND THE METROPOLITAN TRANSPORTATION PLAN

The Transportation Improvement Program is the short-range plan that implements the long-range Metropolitan Transportation Plan. This results in the Transportation Improvement Program being tied directly to the Metropolitan Transportation Plan (MTP). The connections include:

- All capacity improvement projects in the TIP must be included in the Metropolitan Transportation Plan regardless of funding source. KATS reviews capacity projects within the Transportation Improvement Program to determine whether the project is listed and if not, amends the current Transportation Plan to reflect the addition of the project and to adjust for financial constraint.

¹ <http://www.fhwa.dot.gov/environment/tcm/index.htm>

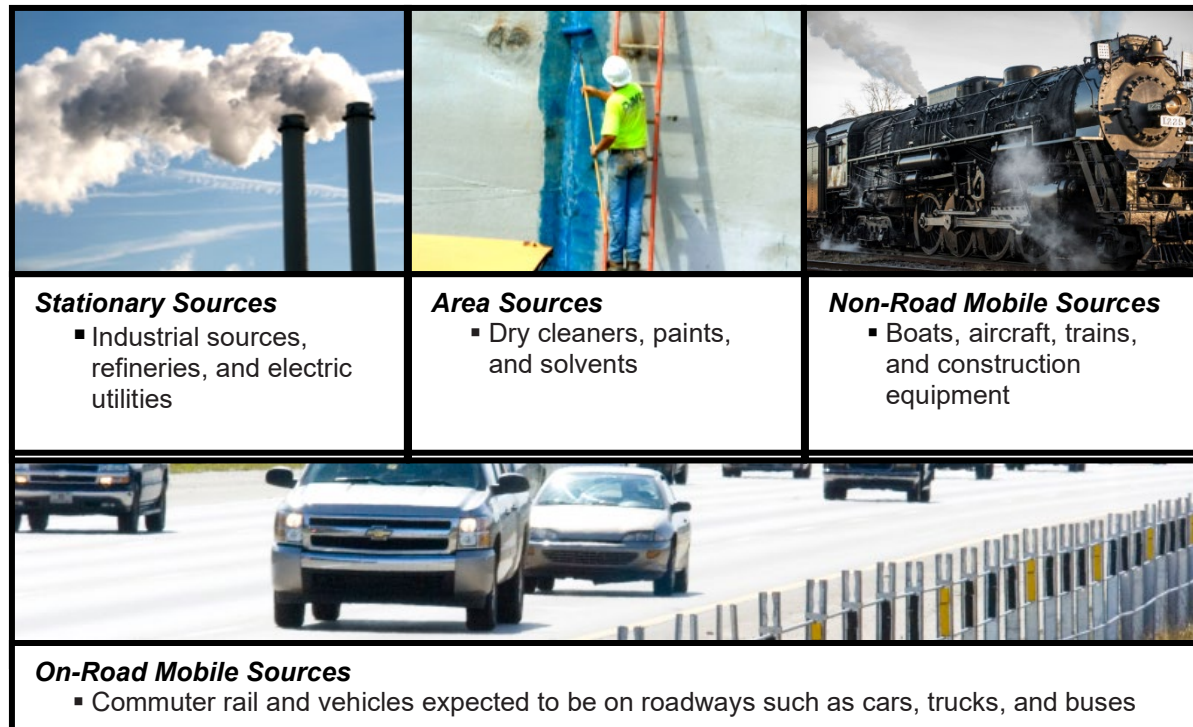
- The early years of the Metropolitan Transportation Plan include anticipated preservation projects contained in the capital programs of the local agencies. Local capital programs are revised annually to reflect changes in funding, conditions, and/or priorities. These changes do not allow for an exact match between the TIP and the Transportation Plan.
- The TIP Prioritization Process is directly connected to the MTP Goals and Objectives and the MTP Project Ranking Process.

AIR QUALITY-TRANSPORTATION CONFORMITY

The Clean Air Act (CAA) was established to improve the air, protect public health, and protect the environment. The CAA has been amended over the years, most significantly in the 1990s. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), and particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometers in diameter (PM₁₀) and less than 2.5 micrometer in diameter (PM_{2.5}).

Generators of air pollution are classified into four main types: stationary sources, area sources, non-road mobile sources, and on-road mobile sources. Example of generators by source category are shown in Figure 1.

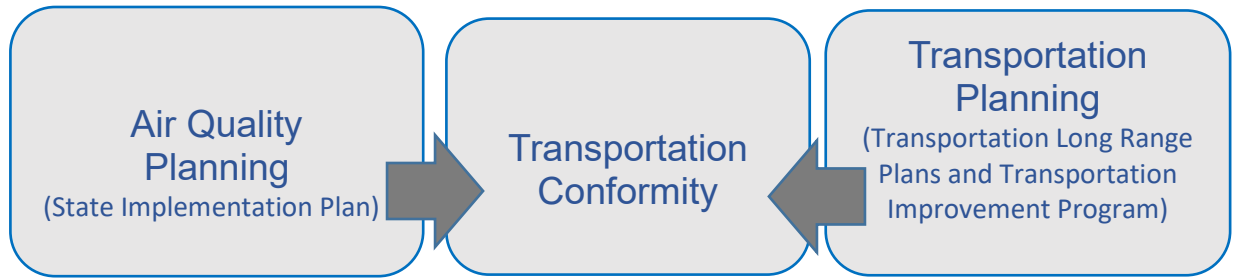
Figure 1: Air Pollution Sources



Source: MDOT Photography Unit

The CAA links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's State Implementation Plan (SIP) which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the long-range transportation plan (LRTP) and the transportation improvement program (TIP) at both the metropolitan and state level. Transportation conformity ensures that federal funding and

approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan’s ability to achieve the NAAQS.



Transportation activities that are subject to conformity are LRTPs, TIPs, and all non-exempt federal projects that receive Federal Highway or Federal Transit Administration funding or approval. The conformity process ensures emissions from the LRTP, TIP, and STIP projects, are within acceptable levels specified within the SIP and meet the goals of the SIP.

Transportation conformity only applies to on-road sources and transportation related pollutants:

- ozone,
- particulate matter at 2.5 and 10,
- nitrogen dioxide, and
- carbon monoxide.

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants which contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NOx) and volatile organic compounds (VOC) react with sunlight. Shown in Table 13 are the transportation pollutants and associated precursors. Pollutants can be both directly emitted and formed due to precursors. Not all precursors are required to be analyzed for a pollutant; it depends on what is causing the pollutant to form in an area.

Table 13: Transportation Pollutants and Precursor Emissions

Transportation Pollutant	Direct Emissions	Precursor Emissions			
		Nitrogen Oxides	Volatile Organic Compounds	Ammonia	Sulfur Dioxide
Ozone		X	X		
Particulate Matter 2.5	X	X	X		
Particulate Matter 10	X	X	X	X	X
Nitrogen Dioxide		X			
Carbon Monoxide	X				

The Michigan Department of Environment, Great Lakes and Energy (EGLE) uses monitors throughout the state to measure pollutant levels and then to determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either: attainment (under the standard), nonattainment (area has more pollutant than allowed), unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; the conformity requirement is the same as for an attainment area) or maintenance (an area was nonattainment but is now under the standard and has been for a determined time). Transportation conformity is required for areas designated nonattainment or maintenance. Currently the Kalamazoo Area Transportation Study is in attainment for all transportation pollutants. However, due to South Coast Air Quality Management District v. EPA, KATS is required to make a

conformity demonstration on the FY 2023-2026 TIP (See Kalamazoo-Battle Creek Conformity Analysis for more information).

Transportation conformity requires Metropolitan Planning Organizations (MPOs) to make a determination that the LRTP, TIP, and projects conform to the SIP based on the findings of a regional emissions analysis. The determination affirms the regional emissions will not negatively impact the region's ability to meet the NAAQS. Conformity has a two-step approval process. First, the MPOs must make a formal conformity determination through a resolution that the findings of a conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA, after consultation with the EPA, issues a letter of concurrence with the determination.

Michigan areas that are currently designated as nonattainment for the 2015 ozone NAAQS (2015 ozone Standard). These areas were designated in August 2018 with an initial conformity requirement of August 2019.

On April 23, 2018, the Federal Highway Administration, complying with the court's decision in *South Coast Air Quality Management District v. U.S. EPA*, started requiring areas in the country to conduct conformity that were both maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone standard was revoked. This was changed on September 17, 2018, to allow areas until February 16, 2019, to have LRTPs and TIPs, and rural conformity areas conformed. These areas are not considered traditional maintenance areas because the 1997 ozone standard was revoked but they must fulfill their obligation to conduct conformity and develop and satisfy their second maintenance plan requirement. This requirement impacted 25 counties in Michigan.

Many of Michigan's nonattainment, maintenance, or conformity area geographic boundaries include both counties within MPOs and non-MPO areas (rural). Having projects in both overlapping areas requires conformity to be joint between MPO TIP (urban) and the STIP (rural). The Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) reviewed the projects in the 2023-2026 S/TIPs and determined if a new conformity analysis was required. See the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Kalamazoo-Battle Creek Limited Orphan Maintenance Area (LOMA) document for more information.

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN

Introduction

The fiscal year (FY) 2023-2026 Transportation Improvement Program (TIP) is a four-year scheduling document containing the projects that are planned to be obligated to implement the surface transportation policies constrained in the KATS 2050 Metropolitan Transportation Plan. The TIP project list is required to be fiscally constrained; that is, the cost of projects programmed in the FY 23-26 TIP cannot exceed the amount of funding reasonably expected to be available for surface transportation projects during the time period covered by the FY 23-26 TIP. This financial plan is the section of the TIP documenting the methods used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also estimates the cost of operating and maintain the transportation system in the KATS MPO during the four-year period covered by the TIP.

Sources of Transportation Funding

The basic sources of transportation funding in Michigan are motor fuel taxes and vehicle registration fees. Motor fuel is taxed at both the federal and state levels, the federal government at 18.4¢ per gallon on gasoline and 24.4¢ per gallon on diesel fuel, and the State of Michigan at 26.3¢ per gallon on both gasoline and diesel fuel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. These motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time,

inflation erodes the purchasing power of any excise tax, unless the tax is adjusted to compensate for inflation.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a crucial source of transportation funding for the state. Currently, slightly less than one-half of the transportation funding collected by the state is in the form of vehicle registration fees.

Cooperative Revenue Estimation Process

Estimating the amount of funding available for the FY 2023-2026 TIP is a complex process. It relies on a number of factors, including economic conditions, miles travelled by vehicles nationwide and in the State of Michigan, and federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a “best guess” of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of metropolitan planning organizations (MPOs) and agencies responsible for the administration of federally funded highway and transit planning activities throughout the state, formed the Financial Work Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), transit agencies, and MPOs, including KATS. It represents a cross-section of the public agencies responsible for transportation planning in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and approved by the MTPA and are used for all TIP financial plans in the state.

Federal-aid surface transportation is divided into two parts: Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA). The following sections discuss each separately.

Part A: Highway Funding

Sources of Federal Highway Funding

Receipts from federal motor fuel taxes (plus some other taxes related to trucks) are deposited in the federal Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is the Fixing America's Surface Transportation (FAST) Act. Through this law, Michigan receives approximately \$1.1 billion in federal-aid highway funding annually. This funding is apportioned in the form of a number of programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows.

National Highway Performance Program (NHPP): This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (i.e., I-, US-, and M-roads), but also includes certain locally-owned roads classified as **principal arterials**.

Surface Transportation Block Grant Program (STBG): Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, rumble strips, improving safety for pedestrians, bicyclists, or disabled persons,

highway signs and markings, guardrails, and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process.

Congestion Mitigation and Air Quality Improvement (CMAQ): Intended to reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management (TDM) such a ride share and vanpools; transit; and non-motorized projects that divert non-recreational travel from single-occupant vehicles.

Transportation Alternatives Program (TAP): Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

Other Federal-Aid Highway Funds: In addition to the core federal-aid highway funds described above, there are other federal-aid funds for highway infrastructure. With the exception of the Rail-Highway Crossings and National Highway Freight programs, which are apportioned to the states each year, the other programs are competitive funds that states or local agencies apply for directly from the U.S. Department of Transportation (USDOT). **Other Federal-Aid Highway Funds** include, but are not limited to:

- **Rail-Highway Grade Crossings:** Intended to reduce hazards at rail-highway grade crossings. Michigan received approximately \$8.2 million for this program. MDOT selects and manages these projects statewide. These projects may be located on trunkline or local roads. Since this is a statewide program, individual MPOs cannot forecast the amount of Rail-Highway Crossings funding that will be used in their service area over the life of the FY 2023-2026 TIP.
- **National Highway Freight Program:** Intended to improve freight movement on the National Highway Freight Network (NHFN). Michigan works with its regional planning partners, including MPOs, to determine which highways will be included in the state's NHFN. Each state is required to have a State Freight Plan in order to use NHFP funding. This is a state program operated on a statewide basis by MDOT. NHFP funds apportioned to Michigan in FY 2020 totaled approximately \$39.7 million.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) grants. This is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended for planning and capital investments in road, bridge, transit, rail, port or intermodal transportation projects with significant local or regional impact.
- **Earmark Funding:** Earmarks are transportation projects selected by members of Congress and placed in federal surface transportation and/or funding authorization bills. If these bills are enacted into law, funding for these projects is made available to states or local communities to implement the specific earmark project as described in the law. This was a common practice until FY 2013, when a new law was enacted. There is still a balance of unspent earmark funding, but this is being used by states and local communities as it becomes available for repurposing (reprogramming to a new use).
- **Infrastructure For Rebuilding America (INFRA) Grant:** Also known as Nationally Significant Freight and Highway Projects, this is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended to support economic vitality at the national and regional level; leverage federal dollars with non-federal governmental and private resources; and deploy and encourage innovative technology, financing, and project delivery.

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds

At least every two years, allocations are calculated for each of these programs, based on federal apportionments and *rescissions* (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year to year due to factors including actual vs.

estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations for FY 2023 as released by MDOT on February 4, 2022, are used as the baseline for this FY 2023-2026 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of federal-aid highway funds received will increase by 2% each year during the FY 2023-2026 TIP period.

Sources of Highway Funding Generated at the State Level

There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees.

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as *Act 51*. All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the Michigan Department of Transportation (MDOT), county road commissions, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.²

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. These changes included:

- 1) Increasing the motor fuel tax to 26.3¢/gallon from 19¢/gallon (gasoline) and 15¢/gallon (diesel), effective January 1, 2017;
- 2) Raising vehicle registration fees by an average of 20%, effective January 1, 2017;
- 3) Transferring \$150 million from the state's General Fund to highways in fiscal year (FY) 2019;
- 4) Transferring \$325 million from the state's General Fund to highways in FY 2020;
- 5) Transferring \$600 million from the state's General Fund to highways in FY 2021 and subsequent years; and
- 6) Adjusting the motor fuel tax for inflation by up to 5% each year, starting in January 2022.

When these changes take full effect in the 2020-21 state fiscal year, which starts October 1, 2020, MTF revenue is anticipated to increase by approximately \$1.2 billion annually,³ from the current \$2.856 billion (in fiscal year 2018-19, the most recent fiscal year completed)⁴ to over \$4 billion annually.

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the rights-of-way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local community and county road agencies' main source for funding these items. Most federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% federal-aid funding and a minimum of 20% non-federal matching funds. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as **Act 51 agencies**. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

² Act 51 of 1951, Section 10(1)(j).

³ Hamilton, William E. "Impact of the November 2015 Road Funding Package" (House Fiscal Agency, March 7, 2017), p.2. However, the effects of the COVID-19 quarantine, which did not start until the week after Mr. Hamilton's analysis was released, and which caused a sudden and dramatic decrease in motor vehicle traffic, will undoubtedly affect the amount of revenue collected in the near term. Because this is a unique and therefore unpredictable event, there is no way to determine if MTF revenue collection will be affected in the long term.

⁴ Michigan Department of Transportation, MDOT Report 139 (Schedule A) at https://www.michigan.gov/documents/mdot/Rpt139SchA_676118_7.pdf

Base and Assumptions Used in Forecast Calculations of State-Generated Highway Funds

State-generated funding for highways (i.e., MTF funding) only needs to be shown in the TIP if it is in a project that also contains federal-aid funding or is non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties, cities, and villages of the state through the Act 51 formulas is not shown in the TIP. The total amount of MTF funding available each year can be projected. As long as the amount of MTF funding for highways shown in the TIP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the FY 2023-2026 TIP is constrained to reasonably available revenues.

State-Administered Programs that Use both Federal-Aid and State Funding

Michigan has two programs that use both state funding and federal funding. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money in these programs is separate from the state MTF money that is distributed to the cities, villages, and county road commissions each year. These funds are distributed to urban and rural counties as defined in Act 51. KATS does not receive Category C or D funds to distribute. Category D funds are distributed by the Rural Task Force and may be within the KATS TIP.

Four additional TEDF categories (A, B, E, and F) are 100% state-funded programs that are competitively awarded by the state. Projects using these funds do not have to be in the TIP unless they are being supplemented with federal-aid highway funding by the awardee, or the project is considered regionally significant.

Local Bridge is another important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with Surface Transportation Block Grant Program (STBG) funding retained by the state. The Local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Base and Assumptions Used to Forecast Programs with Combined Federal and State Funding

Category D projects programmed in the TIP are constrained to the targets provided by the Rural Task Force, plus any carryforward of the state portion of these programs (the federally-funded portion does not carry forward).

Since the Local Bridge program is competitively-awarded, only those Local Bridge projects that have already been awarded for use in fiscal years 2023 through 2026 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

Rebuilding Michigan Program

Rebuilding Michigan is a program to rapidly improve the condition of the state trunkline highway system throughout Michigan. Initiated by Gov. Whitmer's administration in January 2020, it contains a bonding component and an acceleration component. The \$3.5 billion bonding component, funded through sales of bonds on the market, will pay for 49 projects to rebuild or replace roads and bridges throughout the state. The \$954.4 million acceleration component made possible through the bonding component's freeing up of previously-programmed federal-aid highway funding, allows 73 scheduled projects on the trunkline system to be moved up, completed years before they otherwise would have been. In the funding table in Appendix A, funds in the Rebuilding Michigan program's bonding component are shown separately as **Rebuilding Michigan Bond**. The federal-aid highway funding of the accelerated projects is shown as part of whichever of the federal-aid sources is being utilized to fund the accelerated project.

Sources of Locally-Generated Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for roads in the KATS area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge

of all millages and special assessment districts in force during each year of the TIP period, which is difficult to achieve. It is therefore assumed that locally generated funding shown in the FY 2023-2026 TIP is constrained to reasonably available revenues.

State Trunkline Funding

The State of Michigan maintains an extensive network of highways across the state and within the KATS area. Each highway with an I-, M-, or US- designation (e.g. I-94, M-43, US 131), is part of this network, which is known as the **State Trunkline System**. The portion of the State Trunkline System in the KATS area is comprised of hundreds of lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital that must be periodically repaired, replaced, reconstructed, or renovated. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). MDOT has provided KATS with a list of projects planned for the portion of the trunkline system within the KATS area over the FY 2023-2026 TIP period. As a matter of standard operating procedure, it is assumed that the trunkline project list provided to KATS (and similar lists provided to the other MPOs in the state) is constrained to reasonably available revenues.

Innovative Financing Strategies--Highway

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits: This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as “soft match,” rather than using the usual cash match for federal transportation projects. States have to demonstrate *maintenance of effort* when using toll credits—in other words, each state must show that the toll money is being used for transportation purposes and that it is not reducing its efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the four highway bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate highway-funding shortfalls in Michigan, since sufficient non-federal funding has frequently been not been available in past years to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan.⁵ Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail, and intermodal projects. Loans are available at 3% interest with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

Transportation Infrastructure Finance and Innovation Act (TIFIA): This nationwide program provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and credit of the federal government to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low.

Bonding: Bonding is a form of borrowing where the borrower issues (sells) IOUs for portions of the debt it is incurring, called *bonds*, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific time period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk--the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts

⁵ FHWA Office of Innovative Program Delivery. “Project Finance: An Introduction” (FHWA, 2012).

from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations. While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding that could otherwise pay for future projects must instead be reserved for paying the bonds' principal and interest. Michigan's Act 51 law requires that funding for the payment of bond and other debts be taken off the top of motor fuel tax and vehicle registration receipts collected before the distribution of funds for other transportation purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years. See the section on the **Rebuilding Michigan program**, above, for details on Michigan's largest current bond program to improve the state's highway infrastructure.

Advance Construct/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal-aid funds for the federal share of the project in a future year (advance construct conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project using its own resources up front, and then be able to wait for federal reimbursement in a later year.

Public-Private Partnerships (P3): Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility.⁶

Fiscal Constraint and Project Selection

The most important financial consideration when creating and/or maintaining a S/TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are *not* the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2023-FY 2026 TIP (see Appendix B).

In the KATS region, a robust Prioritization System identifies projects that best meet the goals and objectives of the KATS Metropolitan Transportation Plan.

Operations and Maintenance of the Federal-Aid Highway System

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. *Operations and maintenance* includes those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the

⁶ http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm.

infrastructure. Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal-aid highway funds cannot be used for operations and maintenance. Since the TIP only includes federally-funded capital highway projects (and non-federally-funded capital highway projects of regional significance), it does not include operations and maintenance expenses. While in aggregate, operations and maintenance activities *are* regionally significant, the individual projects do not rise to that level. However, federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY 2023-2026 TIP period. This section of the Financial Plan provides an estimate of the cost of operations and maintenance in the KATS area and details the method used in the estimation.

MDOT estimates that its operations and maintenance costs are approximately \$11,625,769 for the KATS area for FY 2023. Using the FY 2023 estimate as a baseline, costs were increased 2.1% per year over the life of the FY 2023-2026 TIP to adjust for inflation (to provide a total of \$47.9 million estimated operations and maintenance costs on the state trunkline system in the KATS area from FY 2023 through 2026).

Local Act-51 road agencies (county road commissions, incorporated cities, and incorporated villages) are responsible for operating and maintaining the roads they own, including those roads they own that are designated as part of the federal-aid system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-mile of road in the system has an approximately equal operations and maintenance cost. Calculating through ACT 51 distributions and local budgets, there is approximately \$41,061,641 available to local road agencies for Operations and Maintenance in FY 2023, or a total of \$169 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

Finally, adding together the trunkline and locally-owned costs yields a total of \$52.7 million in the base year of FY 2023 for estimated operations and maintenance costs on the entire federal-aid system in the KATS area, or a total of \$216 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

Summary: Resources Available for Capital Needs on the Federal-Aid Highway System

Table 14 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the KATS Area over fiscal years 2023 through 2026. This includes local (i.e., non-federal) funding required to match federal-aid funds and additional local commitments.

Table 14: Forecast of Resources Available for Local Capital Needs on the Federal-Aid Highway System in the KATS Metropolitan Area

2023	2024	2025	2026
\$7,675,370	\$8,143,528	\$8,836,583	\$11,081,575

Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs, i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. This estimate takes into account the Public Act 51 MTF Distributions to local agencies across the entire MPO area that are not attributable to construction. Table 15 contains a summary O and M cost estimate for roads on the federal-aid highway system in the KATS region. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors (see Appendix B).

Table 15: Forecast of Operations and Maintenance Costs on the Local Federal-Aid System in the KATS Metropolitan Area

2023	2024	2025	2026
\$41,067,641.7	\$41,847,926.89	\$42,643,037.5	\$43,453,255.21

Highway Commitments and Projected Available Revenue

The FY 2023-2026 TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the relevant plan period. MDOT issued each MPO in the state, including KATS, a local program allocations table covering the years of the FY 2023-2026 TIP. These allocations specify what is reasonably expected to be available to local agencies in the Surface Transportation Block Grant (STBG)—Urban and –Rural Program, National Highway Performance Program, Transportation Economic Development (TEDF) Category C Program (federal and state), and the TEDF Category D Program (federal and state). Projects using these funds are constrained to the amounts in the allocations table, plus any funding from the *state* portion of the TEDF Category C or Category D Programs (the federal portion of these programs does not carry forward).

Funds for projects that are competitively awarded are considered to be reasonably expected to be available only after they have been officially awarded. This includes all Safety, CMAQ, TAP, and Bridge projects. The only projects using these funds in the TIP are those that have already been awarded. Therefore, these projects are self-constrained to available revenue.

Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned in the section entitled **Operations and Maintenance of the Federal-Aid Highway System**, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use the same 4% annual inflation rate as MDOT to determine YOE costs. As an example, if a project costs \$750,000 in the first year of the TIP, the same project is projected to cost \$843,648 in the fourth year of the TIP, at a 4% YOE rate. This is done in order to provide a more realistic estimate of a project’s cost at different points in time. Because of the constant pressure of inflation on all goods and services in the economy, it is preferable to build a project as close to the present day as possible; thus the attraction of bonding as a funding strategy (see the **Innovative Financing Strategies—Highway** section above). This also demonstrates the fundamental problem facing infrastructure funding—the rate of inflation (standardized at 4% for MDOT and local agencies) is higher than the expected growth in tax revenues (standardized at 2%). Transit projects have a different inflation rate that reflects the different goods and services necessary to operate transit systems, as opposed to road networks.

Part B: Transit Funding

Sources of Federally-Generated Transit Funding

Federally-generated revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the federal motor fuel tax collected nationwide is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). Federal-aid transit funding is similar to federal-aid highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common federal-aid transit programs.

Section 5307: This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations), transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 200,000 population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor's apportionment. In KATS area,

Section 5310, *Elderly and Persons with Disabilities*: Funding for projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates activities from the former New Freedom program. Urbanized areas in the state with populations over 200,000 receive an apportionment of Sec. 5310 funding directly from the federal government. The State of Michigan allocates funding in remaining areas of the region on a per-project basis. *In the KATS area, urbanized areas over 200,000 in population receive(s) direct apportionments from the federal government, while agencies located elsewhere in the KATS area can receive funding allocations from the State of Michigan.*

Section 5311, *Non-Urbanized Area Formula Grant*: Funds for capital, operating, and rural transit planning activities in areas under 50,000 population. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a competitive basis.

Section 5337, *State of Good Repair Grants*: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding is distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) is currently the only recipient of Section 5337 funding in the State of Michigan.

Section 5339(a) *Formula Grants, Bus and Bus Facilities*: Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state receives a fixed amount, with the remaining funding apportioned to transit agencies based on various population and service factors.

Flex Funding. Transit agencies can also apply for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. If a transit agency is awarded STBG or CMAQ funding, that funding must be flexed (transferred from the Federal Highway Administration to the Federal Transit Administration). Once flexing has occurred, the money from STBG

and/or CMAQ follows the eligibility and accounting rules of the transit program to which it has been transferred.

Other Federal-Aid Transit Funds: In addition to the core federal-aid transit funds described above, there are other federal-aid funds for transit. These other programs are competitive funds that local public transit agencies apply for directly from the Federal Transit Administration (FTA) U.S. Department of Transportation (USDOT). **Other Federal-Aid Transit Funds** include, but are not limited to:

- **BUILD program:** (See information in **Part A: Highway Funding** section above)
- **Grants for Buses and Bus Facilities (Section 5339(b)):** Intended for capital investments in public transportation systems to replace, lease, and purchase buses and related equipment and to construct bus-related facilities, including upgrades or innovations to modify low- or no-emission vehicles or facilities.
- **Low or No Emission Vehicle (Section 5339(c)):** Intended for purchase or lease of low- or no-emission buses (including those with a leased power source), construction or lease of facilities and equipment for low- or no-emission buses, and new facilities or rehabilitation of existing facilities to accommodate these buses.
- **New Starts/Small Starts (Section 5309):** New Starts projects are limited to new fixed-guideway systems or extensions of existing fixed-guideway systems with a total estimated capital cost of \$300 million or more, or that are seeking \$100 million or more in Section 5309 funds. Small Starts projects are limited to new fixed-guideway systems or extensions of existing fixed-guideway systems with a total estimated capital cost less than \$300 million, or that are seeking less than \$100 million in Section 5309 funds.

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the amount of federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the federal amounts programmed into the FY 2023-2026 TIP by each transit agency to be constrained to reasonably-expected available revenues.

Sources of State-Generated Transit Funding

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF).⁷ This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.⁸ Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

Base and Assumptions Used in Forecast Calculations of State Transit Funds

MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purpose(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match federal funding, and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generated transit funding amounts programmed into the FY 2023-2026 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

⁷ However, funding raised through enactment of the transportation laws mentioned earlier cannot be used for public transit, so this will most likely require adjustments to maintain the ten percent rule in Act 51.

⁸ Hamilton, William E. *Act 51 Primer* (House Fiscal Agency, February 2007), p. 4.

Sources of Locally-Generated Transit Funding

Major sources of locally-generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. All transit agencies in the KATS Planning Area collect fares from riders.

Base and Assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the FY 2020-2023 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

Innovative Financing Strategies--Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the **Innovative Financing Strategies—Highway** section). The federal government also allows the use of toll credits to match federal funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.⁹

Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. *Capital* refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. *Operations* refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses. This was true for the previous FY 2020-2023 TIP, and is also true of the FY 2023-2026 TIP. As with highway operations, almost all transit operating costs do not have to be in the FY 2023-2026 TIP.

Demonstration of Fiscal Constraint of the FY 2023-2026 TIP—Transit Projects

This financial plan is required to show that the cost of transit projects in the FY 2023-2026 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as *demonstration of fiscal constraint* and is also required for highway projects (see above). Table 17 compares the amount of funding from each of the federal, state, and local transit funding sources programmed in TIP transit projects to the amount of each transit funding source reasonably expected to be available in each year of the FY 2023-2026 TIP period. Table 17 demonstrates that the FY 2023-2026 TIP is fiscally constrained for transit—the amount programmed using each transit funding source does not exceed the amount reasonably expected to be available from that transit funding source in any of the four years of the TIP.

Table 16: Forecast of Resources Available for Public Transit Needs in the KATS Metropolitan Area

2023	2024	2025	2026
\$17,563,000	\$18,362,000	\$18,408,600	\$18,683,600

Demonstration of Financial Constraint, FY 2023 through FY 2026

After determination of resources available for federal-aid highway and transit capital needs in the KATS Metropolitan Area from FY 2023 through FY 2026, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region’s transportation policies as contained in the 2050 Metropolitan Transportation Plan. The list must be adjusted to each year’s YOY

⁹ FHWA Office of Innovative Program Delivery at http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.htm.

factor and then fiscally constrained to available revenues. Table 17 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2023 through FY 2026 TIP is fiscally constrained. Additional projects from statewide sources (Small Urban, CMAQ, etc.) are not shown in this demonstration of Fiscal Constraint, even though they may be programmed in the TIP.

Table 17: Demonstration of Local Fiscal Constraint, FY 2023 through FY 2026 TIP

	2023	2024	2025	2026
Highway Funding	\$7,675,370	\$8,143,528	\$8,836,583	\$11,081,575
Highway Programmed	\$7,675,370	\$8,143,528	\$8,836,583	\$11,081,575
Transit Funding	\$17,563,000	\$18,362,000	\$18,408,600	\$18,683,600
Transit Programmed	\$17,563,000	\$18,362,000	\$18,408,600	\$18,683,600
Total Funding	\$25,238,370	\$26,505,528	\$27,245,183	\$29,765,175
Total Programmed	\$25,238,370	\$26,505,528	\$27,245,183	\$29,765,175
Difference	\$0	\$0	\$0	\$0

Demonstration of fiscal constraint for the entire FY 2023-2026 TIP can be found in Appendix I.

Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 1 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2023	Trunkline	122664	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	Over Amtrak and KL Avenue	0.000	Bridge Replacement	Bridge Replacement			CON	Programmed	20-23	\$13,631,299	\$3,022,701	\$0	\$16,654,000	NH	\$18,682,179.00	Admin Modification	03/12/2022	04/20/2022	04/22/2022	N/A	10/07/2022		12/02/2022				Approved	
2024	Trunkline	128722	Kalamazoo Area Transportation Study (KATS)	St. Joseph	MDOT	US-131 NB	Coon Hollow Road to Kalamazoo County Line	8.709	Road Rehabilitation	Mill and Multi-Course Hot Mix Asphalt Overlay			PE	Abandoned	23-26	\$340,496	\$75,504	\$0	\$416,000	NH	\$0.00				N/A	11/27/2023		12/01/2023					Pending	
2024	Trunkline	128722	Kalamazoo Area Transportation Study (KATS)	St. Joseph	MDOT	US-131 NB	Coon Hollow Road to Kalamazoo County Line	8.709	Road Rehabilitation	Mill and Multi-Course Hot Mix Asphalt Overlay			CON	Abandoned	23-26	\$4,563,138	\$1,011,863	\$0	\$5,575,000	NH	\$0.00			N/A	11/28/2023		12/01/2023					Pending		
2023	Trunkline	132636	Kalamazoo Area Transportation Study (KATS)	St. Joseph	MDOT	US-131	XY Avenue and Shaver Road, XY Avenue and Shaver Road indirect lefts, Eliza Rd signal	1.348	Traffic Safety	Intersection Reconstruction			CON	Programmed	20-23	\$2,890,166	\$321,130	\$0	\$3,211,295	HSIP	\$5,931,195.00	Admin Modification	03/14/2022	06/30/2021	07/07/2021	N/A	12/09/2022		02/03/2023				Approved	
2023	Trunkline	200115	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	68% of project in MPO area, South Village Limit Schoolcraft north to north of U Ave.	8.414	Road Rehabilitation	Milling with multicourse overlay and ASCRL			CON	Programmed	20-23	\$0	\$24,034,600	\$0	\$24,034,600	RBMP	\$39,345,000.00	Admin Modification	11/16/2021	12/15/2021	12/17/2021	N/A	12/09/2022		02/03/2023			This request updates common name to be blank so US-131 text is not duplicated on the automated Five Year Program report.	Approved	
2025	Trunkline	201119	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	M-343	at Sprinkle Road in Kalamazoo County	0.341	Minor Widening	Construct Dual Left and Right Turn Lanes			CON	Programmed	23-26	\$2,299,985	\$510,015	\$0	\$2,810,000	CM	\$3,130,000.00			N/A	10/11/2024		12/06/2024					Pending		
2023	Local	202037	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	S Drake Rd	S Drake Rd, Stadium Dr (I-94BL) to KL Ave, Oshtemo Township	0.582	New Facilities	Construct S. Drake Road Shared-Use Pathway			CON	Programmed	20-23	\$217,050	\$0	\$144,694	\$361,744	TA	\$452,180.00			08/26/2020	09/04/2020	N/A	02/10/2023		04/07/2023			Programmed per Grant no. TA2014022.01	Approved	
2023	Trunkline	202651	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Countywide	Various in Kalamazoo County	52.631	Traffic Safety	Non-freeway Signing			CON	Programmed	20-23	\$957,005	\$0	\$0	\$957,005	STG	\$1,207,005.00	Admin Modification	05/24/2021	02/24/2021	03/02/2021	N/A	10/07/2022		12/02/2022			Updates were made to several PR and PRMPs to close gaps in the corridors programmed to be updated.	Approved	
2025	Trunkline	202655	Kalamazoo Area Transportation Study (KATS)	Calhoun	MDOT	M-60	Various Routes in Calhoun County	137.118	Traffic Safety	Non-freeway signing			CON	Programmed	23-26	\$758,333	\$0	\$0	\$758,333	STG	\$2,725,000.00			N/A	11/15/2024		01/10/2025					Pending		
2025	Trunkline	204791	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94 W	12th Street to Westnedge Avenue in Kalamazoo County	3.012	Road Capital Preventive Maintenance	Diamond Grinding Concrete Pavement			CON	Programmed	23-26	\$741,004	\$82,334	\$0	\$823,338	HSIP	\$930,214.00			N/A	10/11/2024		12/06/2024			Fiscal Year Outside STIP Cycle		Pending		
2024	Trunkline	204883	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	I-94	East of M-51 to east of M-40 in Van Buren County	6.848	Road Rehabilitation	I-94 and M-40 Road and Bridge Work			CON	Programmed	23-26	\$47,841,256	\$5,315,696	\$0	\$53,156,951	IM,ST	\$58,881,951.00			N/A	08/09/2024		10/04/2024					Pending		



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 2 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2023	Local	205414	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E W Ave	42nd Street to 44th Street	1.002	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	20-23	\$519,844	\$0	\$165,110	\$684,954	STL	\$1,130,645.00	Admin Modification	04/20/2022	04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022					Approved	
2023	Local	205414	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E W Ave	42nd Street to 44th Street	1.002	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	20-23	\$238,691	\$0	\$0	\$238,691	HIC	\$1,130,645.00	Admin Modification	04/20/2022	04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022					Approved	
2023	Multi-Modal	205416	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY23 5310 Van Purchase			NI	Programmed	20-23	\$175,294	\$43,824	\$0	\$219,118	STL	\$219,118.00	Admin Modification	04/18/2022	05/29/2019	10/01/2019	09/26/2019	09/29/2023					Approved		
2023	Local	206256	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Whites Rd	Whites Rd-City of Kalamazoo	1.061	Road Rehabilitation	Resurface and Road Diet			CON	Programmed	20-23	\$920,000	\$0	\$230,000	\$1,150,000	STU	\$1,437,500.00			05/29/2019	10/01/2019	N/A	01/06/2023	03/03/2023					Approved	
2023	Local	206257	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	Portage Rd	Portage Rd in City of Portage	1.047	Road Rehabilitation	Roadway Rehabilitation-Mill and resurface			CON	Programmed	20-23	\$750,000	\$0	\$1,020,000	\$1,770,000	STU	\$2,953,750.00	Admin Modification	04/04/2022	04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022			Additional HIP-C funding added due to scope change.	Approved		
2023	Local	206257	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	Portage Rd	Portage Rd in City of Portage	1.047	Road Rehabilitation	Roadway Rehabilitation-Mill and resurface			CON	Programmed	20-23	\$730,000	\$0	\$0	\$730,000	HICU	\$2,953,750.00	Admin Modification	04/04/2022	04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022			Additional HIP-C funding added due to scope change.	Approved		
2023	Local	206258	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	Shaver Rd	Shaver Rd-City of Portage	2.002	Road Rehabilitation	Roadway Rehabilitation-Mill and Resurface			CON	Programmed	20-23	\$1,200,000	\$0	\$1,850,000	\$3,050,000	STU	\$3,432,500.00	Admin Modification	04/20/2022	05/29/2019	10/01/2019	N/A	10/07/2022	12/02/2022					Approved	
2023	Local	206259	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	S Westnedge Ave	Westnedge Ave-	0.958	Road Rehabilitation	Roadway Rehabilitation-Mill and Resurface			CON	Programmed	20-23	\$59,000	\$0	\$0	\$59,000	HICU	\$2,026,249.00	Admin Modification	02/16/2022	05/29/2019	10/01/2019	N/A	01/06/2023	03/03/2023					Approved	
2023	Local	206259	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	S Westnedge Ave	Westnedge Ave-	0.958	Road Rehabilitation	Roadway Rehabilitation-Mill and Resurface			CON	Programmed	20-23	\$462,000	\$0	\$121,250	\$583,250	ST	\$2,026,249.00	Admin Modification	02/16/2022	05/29/2019	10/01/2019	N/A	01/06/2023	03/03/2023					Approved	
2023	Local	206259	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	S Westnedge Ave	Westnedge Ave-	0.958	Road Rehabilitation	Roadway Rehabilitation-Mill and Resurface			CON	Programmed	20-23	\$211,301	\$0	\$48,699	\$260,000	CRU	\$2,026,249.00	Admin Modification	02/16/2022	05/29/2019	10/01/2019	N/A	01/06/2023	03/03/2023					Approved	
2023	Local	206259	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	S Westnedge Ave	Westnedge Ave-	0.958	Road Rehabilitation	Roadway Rehabilitation-Mill and Resurface			CON	Programmed	20-23	\$302,424	\$0	\$0	\$302,424	CMG	\$2,026,249.00	Admin Modification	02/16/2022	05/29/2019	10/01/2019	N/A	01/06/2023	03/03/2023					Approved	
2023	Local	206259	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	S Westnedge Ave	Westnedge Ave-	0.958	Road Rehabilitation	Roadway Rehabilitation-Mill and Resurface			CON	Programmed	20-23	\$335,000	\$0	\$92,750	\$427,750	STU	\$2,026,249.00	Admin Modification	02/16/2022	05/29/2019	10/01/2019	N/A	01/06/2023	03/03/2023					Approved	
2023	Local	206261	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Douglas Ave	Douglas Avenue- City of Kalamazoo Limits to 750 feet north of Mosel Ave	0.640	Road Rehabilitation	HMA Mill and resurface			CON	Programmed	20-23	\$247,699	\$0	\$62,301	\$310,000	CRU	\$1,380,000.00	Admin Modification	02/16/2022	10/27/2021	11/03/2021	N/A	10/07/2022	12/02/2022					Approved	
2023	Local	206261	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Douglas Ave	Douglas Avenue- City of Kalamazoo Limits to 750 feet north of Mosel Ave	0.640	Road Rehabilitation	HMA Mill and resurface			CON	Programmed	20-23	\$245,000	\$0	\$514,000	\$759,000	STU	\$1,380,000.00	Admin Modification	02/16/2022	10/27/2021	11/03/2021	N/A	10/07/2022	12/02/2022					Approved	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 3 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
2023	Local	206261	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Douglas Ave	Douglas Avenue- City of Kalamazoo Limits to 750 feet north of Mosel Ave	0.640	Road Rehabilitation	HMA Mill and resurface			CON	Programmed	20-23	\$66,000	\$0	\$15,000	\$81,000	ST	\$1,380,000.00	Admin Modification	02/16/2022	10/27/2021	11/03/2021	N/A	10/07/2022		12/02/2022					Approved
2023	Multi-Modal	206657	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY23 5307 Operating			NI	Programmed	20-23	\$1,000,000	\$5,200,000	\$8,000,000	\$14,200,000	5307	\$14,200,000.00	Admin Modification	03/07/2022	05/29/2019	N/A	09/26/2019	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 23 5307 Capital			NI	Programmed	20-23	\$300,000	\$75,000	\$0	\$375,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1302-bus shelter improvements	FY 23 5307 Capital			NI	Programmed	20-23	\$48,000	\$12,000	\$0	\$60,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1110-van expansion, any size with or without lift	FY 23 5307 Capital			NI	Programmed	20-23	\$192,000	\$48,000	\$0	\$240,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 23 5307 Capital			NI	Programmed	20-23	\$420,000	\$105,000	\$0	\$525,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 23 5307 Capital			NI	Programmed	20-23	\$312,000	\$78,000	\$0	\$390,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 23 5307 Capital			NI	Programmed	20-23	\$80,000	\$20,000	\$0	\$100,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1803-planning/studies	FY 23 5307 Capital			NI	Programmed	20-23	\$80,000	\$20,000	\$0	\$100,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206663	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 23 5307 Capital			NI	Programmed	20-23	\$660,000	\$165,000	\$0	\$825,000	5307	\$2,615,000.00	Admin Modification	02/24/2022	02/23/2022	N/A	02/25/2022	09/29/2023							Approved
2023	Multi-Modal	206666	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 23 5339 Capital			NI	Programmed	20-23	\$364,000	\$91,000	\$0	\$455,000	5339	\$455,000.00	Admin Modification	02/23/2022	05/29/2019	N/A	09/26/2019	09/29/2023							Approved
2023	Multi-Modal	206673	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo Central County Transportation Authority	N Rose St	Metro Transit	0.000	SP1105-van replacement, any size with or without lift	5310 Capital			NI	Programmed	20-23	\$160,000	\$40,000	\$0	\$200,000	5310	\$255,000.00			05/29/2019	N/A	09/26/2019	07/03/2023							Approved



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 4 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2023	Multi-Modal	206673	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo Central County Transportation Authority	N Rose St	Metro Transit	0.000	SP1502-JARC mobility management	5310 Capital			NI	Programmed	20-23	\$44,000	\$11,000	\$0	\$55,000	5310	\$255,000.00			05/29/2019	N/A	09/26/2019	07/03/2023							Approved
2023	Multi-Modal	206675	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo Central County Transportation Authority	N Rose St	Metro Transit	0.000	SP3000-operating except JARC and New Freedom	5311 Operating			NI	Programmed	20-23	\$30,400	\$7,600	\$0	\$38,000	5311	\$38,000.00			05/29/2019	N/A	09/26/2019	07/03/2023							Approved
2023	Trunkline	207365	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	0.978	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region			PE	Programmed	20-23	\$1,710	\$190	\$0	\$1,900	HSIP	\$1,990,000.00	Admin Modification	06/15/2020	05/29/2019	10/01/2019	N/A	10/10/2022	03/03/2023					Approved	
2023	Trunkline	207365	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	0.978	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region			CON	Programmed	20-23	\$338,580	\$37,620	\$0	\$376,200	HSIP	\$1,990,000.00	Admin Modification	07/30/2021	05/29/2019	10/01/2019	N/A	02/03/2023	03/03/2023					Approved	
2023	Trunkline	207367	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	1.191	Traffic Safety	Special pavement marking application on trunklines in Southwest Region			PE	Programmed	20-23	\$1,710	\$190	\$0	\$1,900	HSIP	\$520,000.00	Admin Modification	06/15/2020	05/29/2019	10/01/2019	N/A	10/10/2022	02/03/2023					Approved	
2023	Trunkline	207367	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	1.191	Traffic Safety	Special pavement marking application on trunklines in Southwest Region			CON	Programmed	20-23	\$87,210	\$9,690	\$0	\$96,900	HSIP	\$520,000.00	Admin Modification	07/30/2021	05/29/2019	10/01/2019	N/A	01/06/2023	02/03/2023					Approved	
2023	Trunkline	207378	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	1.721	Traffic Safety	Pavemt marking retroreflectivity readings on Southwest Region trunklines			CON	Programmed	20-23	\$1,881	\$209	\$0	\$2,090	HSIP	\$11,000.00	Admin Modification	08/20/2021	05/29/2019	10/01/2019	N/A	12/01/2022					Approved		
2024	Trunkline	207391	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.876	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region			PE	Programmed	23-26	\$1,710	\$190	\$0	\$1,900	HSIP	\$2,265,000.00					N/A	10/10/2023	04/05/2024					Pending	
2024	Trunkline	207391	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.876	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region			CON	Programmed	23-26	\$385,605	\$42,845	\$0	\$428,450	HSIP	\$2,265,000.00					N/A	03/08/2024	04/05/2024					Pending	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 5 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2024	Trunkline	207392	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	3.816	Traffic Safety	Special pavement marking application on trunklines in Southwest Region			PE	Programmed	23-26	\$1,710	\$190	\$0	\$1,900	HSIP	\$395,000.00					N/A	10/10/2023		03/01/2024					Pending
2024	Trunkline	207392	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	3.816	Traffic Safety	Special pavement marking application on trunklines in Southwest Region			CON	Programmed	23-26	\$65,835	\$7,315	\$0	\$73,150	HSIP	\$395,000.00					N/A	02/02/2024		03/01/2024					Pending
2024	Trunkline	207403	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	1.691	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines			CON	Programmed	23-26	\$1,881	\$209	\$0	\$2,090	HSIP	\$11,000.00					N/A	12/01/2023							Pending
2023	Trunkline	207433	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94 E	I-94, US-131 Existing DMS	0.000	ITS Applications	Install seventeen (17) CCTV cameras on existing DMS.			CON	Programmed	20-23	\$98,652	\$21,876	\$0	\$120,528	NH	\$411,723.00				05/29/2019	10/01/2019	N/A	10/07/2022		12/02/2022				Approved
2024	Trunkline	208825	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	I-94	I-94 at M-40 (Exit 60) Carpool Lot	0.000	Roadside Facilities - Preserve	One course hot mix asphalt overlay			CON	Abandoned	23-26	\$81,850	\$18,150	\$0	\$100,000	ST	\$0.00					N/A	08/09/2024		10/04/2024					Pending
2024	Trunkline	209414	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	M96 (MICHIGAN) @ M96 (BATTLE CREEK) & PEARL, M43 (W MAIN) @ BERKLEY ST, M43 (W MAIN) @ 9TH ST	0.000	Traffic Safety	Modernizing signalized intersection to current standards			CON	Programmed	23-26	\$886,573	\$0	\$0	\$886,573	STG	\$3,960,771.00					N/A	10/06/2023		12/01/2023					Pending
2023	Trunkline	209467	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	I-94	I-94 @ Exit 56	3.297	Traffic Safety	Wrong Way movement prevention at freeway par-clo ramps			CON	Programmed	20-23	\$21,019	\$2,335	\$0	\$23,354	HSIP	\$448,812.00	Admin Modification	03/14/2022	02/24/2021	03/02/2021	N/A	08/11/2023		10/06/2023					Approved
2025	Trunkline	209623	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.791	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region			PE	Programmed	23-26	\$1,710	\$190	\$0	\$1,900	HSIP	\$2,115,000.00					N/A	10/10/2024		02/07/2025					Pending
2025	Trunkline	209623	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.791	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region			CON	Programmed	23-26	\$359,955	\$39,995	\$0	\$399,950	HSIP	\$2,115,000.00					N/A	01/07/2025		02/07/2025					Pending



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 6 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2025	Trunkline	209624	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.841	Traffic Safety	Special pavement marking application on trunklines in Southwest Region			PE	Programmed	23-26	\$1,710	\$190	\$0	\$1,900	HSIP	\$320,000.00					N/A	10/10/2024		04/04/2025					Pending
2025	Trunkline	209624	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.841	Traffic Safety	Special pavement marking application on trunklines in Southwest Region			CON	Programmed	23-26	\$53,010	\$5,890	\$0	\$58,900	HSIP	\$320,000.00					N/A	03/04/2025		04/04/2025					Pending
2025	Trunkline	209634	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes of KATS MPO	2.032	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines			CON	Programmed	23-26	\$1,881	\$209	\$0	\$2,090	HSIP	\$11,000.00					N/A	10/01/2024							Pending
2025	Trunkline	210812	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94 W/ US-131 N Ramp	I-94 Westbound ramp to US-131 Northbound	1.782	Minor Widening	Widening for additional ramp lane			CON	Programmed	23-26	\$7,605,502	\$1,686,498	\$0	\$9,292,000	NH	\$10,269,000.00					N/A	10/11/2024		12/06/2024			Fiscal Year Outside STIP Cycle		Pending
2023	Trunkline	210813	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	M-43	10th Street and Drake Road Oshtemo Township, Kalamazoo County	0.996	Minor Widening	Widening for turn lanes, intersection and interchange ramp improvements			PE	Programmed	20-23	\$753,020	\$146,107	\$20,873	\$920,000	NH	\$7,520,000.00	Admin Modification	03/14/2022	08/26/2020	09/04/2020		N/A	10/03/2022		12/06/2024				Approved
2024	Trunkline	210813	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	M-43	10th Street and Drake Road Oshtemo Township, Kalamazoo County	0.996	Minor Widening	Widening for turn lanes, intersection and interchange ramp improvements			ROW	Programmed	23-26	\$57,295	\$11,117	\$1,588	\$70,000	NH	\$7,520,000.00					N/A	10/02/2023		12/06/2024					Pending
2025	Trunkline	210813	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	M-43	10th Street and Drake Road Oshtemo Township, Kalamazoo County	0.996	Minor Widening	Widening for turn lanes, intersection and interchange ramp improvements			CON	Programmed	23-26	\$5,344,805	\$1,037,046	\$148,149	\$6,530,000	NH	\$7,520,000.00					N/A	10/11/2024		12/06/2024					Pending
2025	Trunkline	210876	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	M-40	South of 24th Avenue	0.132	Reconstruction	Culvert Replacement and Road Reconstruction			CON	Programmed	23-26	\$1,058,471	\$234,713	\$0	\$1,293,184	ST	\$2,963,720.00					N/A	10/11/2024		12/06/2024			Fiscal Year Outside STIP Cycle		Pending
2025	Trunkline	211804	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	I-94	Design two crash investigation sites in VanBuren county and Mattawan ramp extension	4.066	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.			PE	Programmed	23-26	\$163,905	\$36,346	\$0	\$200,251	NH	\$2,386,326.00					N/A	10/01/2024		09/04/2026					Pending



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 7 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2026	Trunkline	211804	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	I-94		4.066	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.			CON	Programmed	23-26	\$820,198	\$181,877	\$0	\$1,002,075	NH	\$2,386,326.00				N/A	07/10/2026		09/04/2026					Pending	
2025	Trunkline	211812	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	M-43	M-43, M-89	102.329	Traffic Safety	Installation of all-weather pavement markings and corrugations			PE	Programmed	23-26	\$56,147	\$6,239	\$0	\$62,385	HSIP	\$2,225,000.00				N/A	10/02/2024		12/05/2025			Scope Construction Length Change		Pending	
2026	Trunkline	211812	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	M-43	M-43, M-89	102.329	Traffic Safety	Installation of all-weather pavement markings and corrugations			CON	Programmed	23-26	\$499,081	\$55,453	\$0	\$554,534	HSIP	\$2,225,000.00				N/A	10/10/2025		12/05/2025			Scope Construction Length Change		Pending	
2024	Trunkline	211815	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	M-51	M-51	30.064	Traffic Safety	Durable all-weather markings with centerline and shoulder corrugations			CON	Programmed	23-26	\$64,953	\$7,217	\$0	\$72,170	HSIP	\$661,324.00				N/A	10/06/2023		12/01/2023			Scope Construction Length Change		Pending	
2023	Local	212289	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	North Sprinkle Road	North Sprinkle Road, Str #12822 over Spring Brook, Kalamazoo County	0.000	Bridge Rehabilitation	Bridge Rehabilitation			CON	Programmed	20-23	\$137,600	\$25,800	\$8,600	\$172,000	BHT	\$215,000.00			02/24/2021	03/02/2021	N/A	01/06/2023		03/03/2023					Approved
2024	Trunkline	213166	Kalamazoo Area Transportation Study (KATS)	Van Buren	MDOT	I-94 W	Main Street to Amtrak Bridge	1.616	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			CON	Programmed	23-26	\$1,150,875	\$127,875	\$0	\$1,278,750	IM	\$1,372,000.00				N/A	06/07/2024		08/02/2024			Phase Added		Pending	
2023	Trunkline	213296	Kalamazoo Area Transportation Study (KATS)	Calhoun	MDOT	M-96	Kalamazoo County portion of the project	4.445	Road Capital Preventive Maintenance	Milling and one course asphalt overlay			ROW	Programmed	20-23	\$0	\$10,000	\$0	\$10,000	M	\$3,070,000.00	Admin Modification	03/11/2022	02/23/2022	02/25/2022	N/A	02/03/2023		12/01/2023					Approved
2024	Trunkline	213296	Kalamazoo Area Transportation Study (KATS)	Calhoun	MDOT	M-96	Kalamazoo County portion of the project	4.445	Road Capital Preventive Maintenance	Milling and one course asphalt overlay			CON	Programmed	23-26	\$0	\$301,000	\$0	\$301,000	M	\$3,070,000.00				N/A	10/06/2023		12/01/2023					Pending	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 8 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2026	Trunkline	213341	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in KATS MPO	3.614	Traffic Safety	Application of longitudinal pavement markings on Southwest Region trunkline			PE	Programmed	23-26	\$1,710	\$190	\$0	\$1,900	HSIP	\$2,090,000.00					N/A	10/10/2025	03/06/2026						Pending
2026	Trunkline	213341	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in KATS MPO	3.614	Traffic Safety	Application of longitudinal pavement markings on Southwest Region trunkline			CON	Programmed	23-26	\$355,680	\$39,520	\$0	\$395,200	HSIP	\$2,090,000.00					N/A	01/09/2026	03/06/2026						Pending
2026	Trunkline	213342	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in KATS MPO	2.974	Traffic Safety	Application of special pavement markings on Southwest Region trunkline			PE	Programmed	23-26	\$1,710	\$190	\$0	\$1,900	HSIP	\$395,000.00					N/A	10/10/2025	02/06/2026						Pending
2026	Trunkline	213342	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in KATS MPO	2.974	Traffic Safety	Application of special pavement markings on Southwest Region trunkline			CON	Programmed	23-26	\$65,835	\$7,315	\$0	\$73,150	HSIP	\$395,000.00					N/A	12/12/2025	02/06/2026						Pending
2026	Trunkline	213371	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	Southwest Regionwide	All of KATS MPO	19.427	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Southwest Region			CON	Programmed	23-26	\$1,881	\$209	\$0	\$2,090	HSIP	\$11,000.00					N/A	10/01/2025							Pending
2023	Local	213985	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Almena Dr	Almena Drive at 2nd Street, Kalamazoo County	0.532	Traffic Safety	Intersection realignment			CON	Programmed	20-23	\$536,940	\$0	\$59,660	\$596,600	HRRR	\$745,750.00					12/15/2021	12/17/2021	N/A	04/07/2023	06/02/2023				Approved
2025	Local	213993	Kalamazoo Area Transportation Study (KATS)	Van Buren	Van Buren County	I-94 E	Antwerp Township - I-94 from M-40 to Western Street	4.659	New Facilities	Construct new separated non-motorized path and boardwalk			CON	Programmed	23-26	\$2,146,116	\$0	\$1,057,042	\$3,203,158	TAL	\$3,203,160.00					N/A	10/11/2024	12/06/2024			Phase Added			Pending
2023	Local	214066	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Parkview Ave	Parkview Avenue at 11th Street, at 12th Street, Kalamazoo County	0.538	Traffic Safety	Mini-roundabout			CON	Programmed	20-23	\$600,000	\$0	\$1,140,409	\$1,740,409	HSIP	\$2,060,867.00	Admin Modification	01/27/2022	02/23/2022	02/25/2022	N/A	01/06/2023	03/03/2023						Approved
2023	Local	214067	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E T U Ave	TU Avenue at 23rd Street, Kalamazoo County	0.249	Traffic Safety	Mini-roundabout			CON	Programmed	20-23	\$315,000	\$0	\$35,000	\$350,000	HSIP	\$437,500.00					12/15/2021	12/17/2021	N/A	01/06/2023	03/03/2023				Approved
2023	Trunkline	214207	Kalamazoo Area Transportation Study (KATS)	St. Joseph	MDOT	Regionwide	Various	0.000	Traffic Safety	Traffic signal optimization			OPS	Programmed	20-23	\$25,200	\$0	\$0	\$25,200	STG	\$168,000.00					02/23/2022	02/25/2022	N/A	03/01/2023					Approved
2026	Local	214803	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	9th St	KL Avenue to M-43 (West Main Street)	1.063	Road Rehabilitation	Two course cold milling and HMA overlay			CON	Programmed	23-26	\$453,574	\$0	\$121,426	\$575,000	ST	\$1,900,000.00					N/A	10/10/2025	12/05/2025			Phase Added			Pending



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 9 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2026	Local	214803	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	9th St	KL Avenue to M-43 (West Main Street)	1.063	Road Rehabilitation	Two course cold milling and HMA overlay			CON	Programmed	23-26	\$846,426	\$0	\$203,574	\$1,050,000	STU	\$1,900,000.00					N/A	10/10/2025	12/05/2025			Phase Added		Pending	
2023	Trunkline	214964	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	9 bridges various locations on US-131, Kalamazoo County	0.000	Bridge CSM	Healer Sealer, Reseal Jts, Deck and Substructure Patching, Railing Repr			PE	Programmed	20-23	\$8,185	\$1,815	\$0	\$10,000	BFP	\$1,024,000.00	Admin Modification	03/21/2022	02/23/2022	02/25/2022	N/A	01/09/2023	12/06/2024					Approved	
2023	Trunkline	214964	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	9 bridges various locations on US-131, Kalamazoo County	0.000	Bridge CSM	Healer Sealer, Reseal Jts, Deck and Substructure Patching, Railing Repr			PES	Programmed	20-23	\$57,295	\$12,705	\$0	\$70,000	BFP	\$1,024,000.00	Admin Modification	03/21/2022	02/23/2022	02/25/2022	N/A	01/09/2023	12/06/2024					Approved	
2025	Trunkline	214964	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	9 bridges various locations on US-131, Kalamazoo County	0.000	Bridge CSM	Healer Sealer, Reseal Jts, Deck and Substructure Patching, Railing Repr			CON	Programmed	23-26	\$772,667	\$171,339	\$0	\$944,000	BFP	\$1,024,000.00	Admin Modification	03/11/2022			N/A	10/11/2024	12/06/2024			Phase Added		Pending	
2024	Local	215015	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E Y Ave	Y Avenue, St #4621 over Portage Creek, Kalamazoo County	0.000	Bridge Rehabilitation	Bridge Rehabilitation			CON	Programmed	23-26	\$141,600	\$26,550	\$8,850	\$177,000	BO	\$221,250.00					N/A	04/12/2024	06/07/2024					Pending	
2024	Local	215016	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E Y Z Ave	YZ Avenue, Str #4623 over Brown Creek, Kalamazoo County	0.000	Bridge Rehabilitation	Bridge Rehabilitation			CON	Programmed	23-26	\$127,200	\$23,850	\$7,950	\$159,000	BO	\$198,750.00					N/A	01/05/2024	03/01/2024					Pending	
2024	Local	215018	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	S 31st St	31st Street, Str. #6139, over Bear Creek, Kalamazoo County	0.000	Bridge Rehabilitation	Bridge Rehabilitation			CON	Programmed	23-26	\$132,000	\$24,750	\$8,250	\$165,000	BO	\$206,250.00					N/A	01/05/2024	03/01/2024					Pending	
2024	Local	215019	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Augusta	E Washington St	Washington Street, Str. #4666 over Canal of Augusta Creek,	0.000	Bridge Replacement	Bridge Replacement			CON	Programmed	23-26	\$664,000	\$124,500	\$41,500	\$830,000	BO	\$1,037,500.00					N/A	10/06/2023	12/01/2023					Pending	
2024	Local	215021	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Inkster Ave	Inkster Road, Str #4684, over Bronson Boulevard, City of Kalamazoo	0.000	Bridge Replacement	Bridge Replacement			CON	Programmed	23-26	\$528,000	\$0	\$352,000	\$880,000	BO	\$1,100,000.00					N/A	10/06/2023	12/01/2023					Pending	
2024	Local	215024	Kalamazoo Area Transportation Study (KATS)	Van Buren	Van Buren County	45th St	45th Street, Str #10794, over the Paw Paw River, Van Buren County.	0.000	Bridge CPM	Bridge Capital Preventative Maintenance			CON	Programmed	23-26	\$83,200	\$15,600	\$5,200	\$104,000	BO	\$130,000.00					N/A	04/12/2024	06/07/2024					Pending	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 10 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2023	Trunkline	215034	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94	under Sprinkle Road, Kalamazoo County	0.000	Bridge	CSM			PE	Programmed	20-23	\$1,800	\$200	\$0	\$2,000	BFPI	\$78,000.00	Admin Modification	03/21/2022	02/23/2022	02/25/2022	N/A	01/09/2023	12/06/2024					Approved	
2023	Trunkline	215034	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94	under Sprinkle Road, Kalamazoo County	0.000	Bridge	CSM			PES	Programmed	20-23	\$7,200	\$800	\$0	\$8,000	BFPI	\$78,000.00	Admin Modification	03/21/2022	02/23/2022	02/25/2022	N/A	01/09/2023	12/06/2024					Approved	
2025	Trunkline	215034	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94	under Sprinkle Road, Kalamazoo County	0.000	Bridge	CSM			CON	Programmed	23-26	\$61,200	\$6,800	\$0	\$68,000	BFPI	\$78,000.00	Admin Modification	03/11/2022			N/A	10/11/2024	12/06/2024		Phase Added			Pending	
2023	Trunkline	215052	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	under B Avenue, Kalamazoo County	0.000	Bridge	CSM			PE	Programmed	20-23	\$6,548	\$1,452	\$0	\$8,000	BFP	\$85,000.00	Admin Modification	03/21/2022	02/23/2022	02/25/2022	N/A	01/09/2023	12/06/2024					Approved	
2023	Trunkline	215052	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	under B Avenue, Kalamazoo County	0.000	Bridge	CSM			PES	Programmed	20-23	\$1,637	\$363	\$0	\$2,000	BFP	\$85,000.00	Admin Modification	03/21/2022	02/23/2022	02/25/2022	N/A	01/09/2023	12/06/2024					Approved	
2025	Trunkline	215052	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	US-131	under B Avenue, Kalamazoo County	0.000	Bridge	CSM			CON	Programmed	23-26	\$61,388	\$13,613	\$0	\$75,000	BFP,BO	\$85,000.00	Admin Modification	03/11/2022			N/A	10/11/2024	12/06/2024		Phase Added			Pending	
2026	Local	215373	Kalamazoo Area Transportation Study (KATS)	Van Buren	Van Buren County	Red Arrow Hwy	Intersection of Red Arrow Hwy and CR 652/ 24th St.	0.000	Traffic Safety				CON	Programmed	23-26	\$44,000	\$0	\$11,000	\$55,000	CM	\$68,750.00					N/A	10/10/2025	12/05/2025		Phase Added			Pending	
2024	Multi-Modal	215428	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY 24 5310			NI	Programmed	23-26	\$160,000	\$40,000	\$0	\$200,000	5310	\$200,000.00				N/A	09/30/2024			Phase Added			Pending		
2024	Multi-Modal	215429	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating-Mobility Management	Areawide	0.000	SP1502-JARC mobility management	FY 24 5310			NI	Programmed	23-26	\$48,000	\$12,000	\$0	\$60,000	5310	\$60,000.00				N/A	09/30/2024			Phase Added			Pending		
2024	Multi-Modal	215431	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1804-consulting services	FY 24 5307			NI	Programmed	23-26	\$240,000	\$60,000	\$0	\$300,000	5307	\$3,190,000.00				N/A	09/30/2024			Phase Added			Pending		
2024	Multi-Modal	215431	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 24 5307			NI	Programmed	23-26	\$192,000	\$48,000	\$0	\$240,000	5307	\$3,190,000.00				N/A	09/30/2024			Phase Added			Pending		
2024	Multi-Modal	215431	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 24 5307			NI	Programmed	23-26	\$920,000	\$230,000	\$0	\$1,150,000	5307	\$3,190,000.00				N/A	09/30/2024			Phase Added			Pending		
2024	Multi-Modal	215431	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 24 5307			NI	Programmed	23-26	\$320,000	\$80,000	\$0	\$400,000	5307	\$3,190,000.00				N/A	09/30/2024			Phase Added			Pending		



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 11 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2024	Multi-Modal	215431	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 24 5307			NI	Programmed	23-26	\$800,000	\$200,000	\$0	\$1,000,000	5307	\$3,190,000.00				N/A		09/30/2024				Phase Added		Pending	
2024	Multi-Modal	215431	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1210-fueling station improvements	FY 24 5307			NI	Programmed	23-26	\$80,000	\$20,000	\$0	\$100,000	5307	\$3,190,000.00				N/A		09/30/2024				Phase Added		Pending	
2025	Multi-Modal	215432	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY 25 5307			NI	Programmed	23-26	\$56,000	\$14,000	\$0	\$70,000	5307	\$2,945,000.00				N/A		09/30/2025				Phase Added		Pending	
2025	Multi-Modal	215432	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1206-Bus terminal facility improvements	FY 25 5307			NI	Programmed	23-26	\$252,000	\$63,000	\$0	\$315,000	5307	\$2,945,000.00				N/A		09/30/2025				Phase Added		Pending	
2025	Multi-Modal	215432	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 25 5307			NI	Programmed	23-26	\$160,000	\$40,000	\$0	\$200,000	5307	\$2,945,000.00				N/A		09/30/2025				Phase Added		Pending	
2025	Multi-Modal	215432	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 25 5307			NI	Programmed	23-26	\$840,000	\$210,000	\$0	\$1,050,000	5307	\$2,945,000.00				N/A		09/30/2025				Phase Added		Pending	
2025	Multi-Modal	215432	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 25 5307			NI	Programmed	23-26	\$840,000	\$210,000	\$0	\$1,050,000	5307	\$2,945,000.00				N/A		09/30/2025				Phase Added		Pending	
2025	Multi-Modal	215432	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 25 5307			NI	Programmed	23-26	\$208,000	\$52,000	\$0	\$260,000	5307	\$2,945,000.00				N/A		09/30/2025				Phase Added		Pending	
2026	Multi-Modal	215433	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1402-fare collection	FY 26 5307			NI	Programmed	23-26	\$800,000	\$200,000	\$0	\$1,000,000	5307	\$2,860,000.00				N/A		09/30/2026				Phase Added		Pending	
2026	Multi-Modal	215433	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1401-bus equipment (spare, tires, windshields, lifts, bus wraps, bike rack, ADA)	FY 26 5307			NI	Programmed	23-26	\$160,000	\$40,000	\$0	\$200,000	5307	\$2,860,000.00				N/A		09/30/2026				Phase Added		Pending	
2026	Multi-Modal	215433	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 26 5307			NI	Programmed	23-26	\$880,000	\$220,000	\$0	\$1,100,000	5307	\$2,860,000.00				N/A		09/30/2026				Phase Added		Pending	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 12 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
2026	Multi-Modal	215433	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	FY 26 5307			NI	Programmed	23-26	\$208,000	\$52,000	\$0	\$260,000	5307	\$2,860,000.00					N/A		09/30/2026				Phase Added		Pending
2026	Multi-Modal	215433	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY 26 5307			NI	Programmed	23-26	\$240,000	\$60,000	\$0	\$300,000	5307	\$2,860,000.00					N/A		09/30/2026				Phase Added		Pending
2024	Multi-Modal	215434	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY 24 5311			NI	Programmed	23-26	\$32,000	\$0	\$0	\$32,000	5311	\$32,000.00					N/A		09/30/2024						Pending
2025	Multi-Modal	215435	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY 25 5311			NI	Programmed	23-26	\$33,600	\$0	\$0	\$33,600	5311	\$33,600.00					N/A		09/30/2025						Pending
2024	Multi-Modal	215436	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 24 5339			NI	Programmed	23-26	\$400,000	\$100,000	\$0	\$500,000	5339	\$500,000.00					N/A		09/30/2024				Phase Added		Pending
2025	Multi-Modal	215437	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 25 5339			NI	Programmed	23-26	\$400,000	\$100,000	\$0	\$500,000	5339	\$500,000.00					N/A		09/30/2025				Phase Added		Pending
2025	Multi-Modal	215438	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY 25 5310			NI	Programmed	23-26	\$160,000	\$40,000	\$0	\$200,000	5310	\$200,000.00					N/A		09/30/2025				Phase Added		Pending
2025	Multi-Modal	215439	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating-Mobility Management	Areawide	0.000	SP1502-JARC mobility management	FY 25 5310			NI	Programmed	23-26	\$48,000	\$12,000	\$0	\$60,000	5310	\$60,000.00					N/A		09/30/2025				Phase Added		Pending
2026	Multi-Modal	215441	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1104-40 foot and greater replacement bus with or without lift	FY 26 5339			NI	Programmed	23-26	\$400,000	\$100,000	\$0	\$500,000	5339	\$500,000.00					N/A		09/30/2026				Phase Added		Pending
2026	Multi-Modal	215442	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY 26 5310			NI	Programmed	23-26	\$160,000	\$40,000	\$0	\$200,000	5310	\$200,000.00					N/A		09/30/2026				Phase Added		Pending
2026	Multi-Modal	215443	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating-Mobility Management	Areawide	0.000	SP1502-JARC mobility management	FY 26 5310			NI	Programmed	23-26	\$48,000	\$12,000	\$0	\$60,000	5310	\$60,000.00					N/A		09/30/2026				Phase Added		Pending
2026	Multi-Modal	215444	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY 26 5311			NI	Programmed	23-26	\$33,600	\$0	\$0	\$33,600	5311	\$33,600.00					N/A		09/30/2026						Pending



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 13 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2025	Local	215538	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	W Milham Ave	S. 12th Street to Oakland Drive	1.700	Road Rehabilitation	Two course cold milling and HMA overlay			CON	Programmed	23-26	\$1,300,000	\$0	\$550,000	\$1,850,000	STU	\$2,627,142.00					N/A	10/11/2024	12/06/2024			Phase Added		Pending	
2025	Local	215538	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	W Milham Ave	S. 12th Street to Oakland Drive	1.700	Road Rehabilitation	Two course cold milling and HMA overlay			CON	Programmed	23-26	\$314,642	\$0	\$0	\$314,642	CMG	\$2,627,142.00					N/A	10/11/2024	12/06/2024			Phase Added		Pending	
2023	Local	215562	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Howard St	Stadium Drive to Oakland Drive	0.512	Road Rehabilitation	Resurface and pedestrian upgrades			CON	Programmed	20-23	\$62,000	\$0	\$19,000	\$81,000	ST	\$477,500.00			04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022					Approved	
2023	Local	215562	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Howard St	Stadium Drive to Oakland Drive	0.512	Road Rehabilitation	Resurface and pedestrian upgrades			CON	Programmed	20-23	\$258,000	\$0	\$61,000	\$319,000	STU	\$477,500.00			04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022					Approved	
2024	Local	215563	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Howard St	Stadium Drive to Michigan Avenue	0.586	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$48,334	\$0	\$11,666	\$60,000	STU	\$607,000.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215563	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Howard St	Stadium Drive to Michigan Avenue	0.586	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$425,266	\$0	\$106,734	\$532,000	ST	\$607,000.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2025	Local	215566	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Kalamazoo Ave	Douglas St to Harrison St	1.355	Road Rehabilitation	Resurface, One-way conversion, pedestrian, signal and transit upgrades			CON	Programmed	23-26	\$2,558,000	\$0	\$2,442,000	\$5,000,000	STU	\$8,236,583.00					N/A	10/11/2024	12/06/2024					Pending	
2025	Local	215566	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Kalamazoo Ave	Douglas St to Harrison St	1.355	Road Rehabilitation	Resurface, One-way conversion, pedestrian, signal and transit upgrades			CON	Programmed	23-26	\$477,000	\$0	\$523,000	\$1,000,000	CRU	\$8,236,583.00					N/A	10/11/2024	12/06/2024					Pending	
2025	Local	215566	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Kalamazoo Ave	Douglas St to Harrison St	1.355	Road Rehabilitation	Resurface, One-way conversion, pedestrian, signal and transit upgrades			CON	Programmed	23-26	\$614,000	\$0	\$372,583	\$986,583	ST	\$8,236,583.00					N/A	10/11/2024	12/06/2024					Pending	
2024	Local	215569	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	Portage Rd	Romence Road to Fairfield Road	1.775	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$1,471,692	\$0	\$2,028,308	\$3,500,000	STU	\$4,950,000.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215569	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	Portage Rd	Romence Road to Fairfield Road	1.775	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$271,173	\$0	\$428,827	\$700,000	CRU	\$4,950,000.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215573	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	S 9th St	Stadium Drive to KL Avenue	1.534	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$1,352,800	\$0	\$338,200	\$1,691,000	STU	\$2,113,750.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215574	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	W Centre Ave	Various Locations	1.065	Traffic Safety	Traffic Signal Replacement			CON	Programmed	23-26	\$308,472	\$0	\$0	\$308,472	CMG	\$927,118.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215574	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Portage	W Centre Ave	Various Locations	1.065	Traffic Safety	Traffic Signal Replacement			CON	Programmed	23-26	\$196,827	\$0	\$344,701	\$541,528	CRU	\$927,118.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215576	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Stadium Dr	8th Street to 9th Street	0.515	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$66,500	\$0	\$17,500	\$84,000	ST	\$1,271,500.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 14 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2024	Local	215576	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Stadium Dr	8th Street to 9th Street	0.515	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$760,700	\$0	\$189,300	\$950,000	STU	\$1,271,500.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215577	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Parkview Ave	Drake Road to Tamsin Ave	0.956	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$110,234	\$0	\$39,766	\$150,000	ST	\$380,000.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215577	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	Parkview Ave	Drake Road to Tamsin Ave	0.956	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$148,474	\$0	\$36,526	\$185,000	STU	\$380,000.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2026	Local	215591	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	W Michigan Ave	Douglas St to Harrison St	1.316	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$320,935	\$0	\$679,065	\$1,000,000	CM	\$10,706,575.00					N/A	01/09/2026	03/06/2026			Phase Added		Pending	
2026	Local	215591	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	W Michigan Ave	Douglas St to Harrison St	1.316	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$3,088,574	\$0	\$3,911,426	\$7,000,000	STU	\$10,706,575.00					N/A	01/09/2026	03/06/2026			Phase Added		Pending	
2026	Local	215591	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	W Michigan Ave	Douglas St to Harrison St	1.316	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$487,000	\$0	\$524,215	\$1,011,215	CRU	\$10,706,575.00					N/A	01/09/2026	03/06/2026			Phase Added		Pending	
2026	Local	215591	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo	W Michigan Ave	Douglas St to Harrison St	1.316	Road Rehabilitation	Resurface			CON	Programmed	23-26	\$172,426	\$0	\$1,272,934	\$1,445,360	ST	\$10,706,575.00					N/A	01/09/2026	03/06/2026			Phase Added		Pending	
2023	Local	215629	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	W K L Ave Non-motorized Phase 1	KL Avenue		New Facilities	New Non-motorized Path			CON	Programmed	20-23	\$240,000	\$0	\$60,370	\$300,370	TAU	\$300,378.00			04/20/2022	04/22/2022	N/A	10/07/2022	12/02/2022			Phase Added		Approved	
2024	Local	215649	Kalamazoo Area Transportation Study (KATS)	Van Buren	Lawton	White Oak Rd	32nd Street (western village limit) to N Main St	0.587	Road Rehabilitation	32nd to Walker - 4" HMA; Walker to Main - Mill, resurface 2"			CON	Programmed	23-26	\$81,204	\$0	\$0	\$81,204	HIC	\$794,755.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	215649	Kalamazoo Area Transportation Study (KATS)	Van Buren	Lawton	White Oak Rd	32nd Street (western village limit) to N Main St	0.587	Road Rehabilitation	32nd to Walker - 4" HMA; Walker to Main - Mill, resurface 2"			CON	Programmed	23-26	\$302,640	\$0	\$251,960	\$554,600	STUL	\$794,755.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2026	Local	215658	Kalamazoo Area Transportation Study (KATS)	Van Buren	Van Buren County	County Road 374	39th Street to Paw Paw Village Limits	1.099	Reconstruction	Trench, widen, crush and shape, HMA pavement, minor drainage, pavement mark			CON	Programmed	23-26	\$385,000	\$0	\$247,500	\$632,500	STUL	\$790,625.00					N/A	10/10/2025	12/05/2025			Phase Added		Pending	
2026	Local	215961	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo Area Transportation Study	MichiVan	Areawide	0.000	Operation Improvements	FY2027 MichiVan program using FY2026 funds			NI	Programmed	23-26	\$29,675	\$0	\$0	\$29,675	CMG	\$29,675.00					N/A	09/30/2026				Phase Added		Pending	
2024	Multi-Modal	215972	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Metro Transit, Kalamazoo	0.000	SP3000-operating except JARC and New Freedom	FY 24 5307 Operating			NI	Programmed	23-26	\$1,000,000	\$5,380,000	\$8,000,000	\$14,380,000	5307	\$14,380,000.00					N/A	09/30/2024				Phase Added		Pending	
2025	Multi-Modal	215973	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Metro Transit, Kalamazoo	0.000	SP3000-operating except JARC and New Freedom	FY 25 5307 Operating			NI	Programmed	23-26	\$1,100,000	\$5,570,000	\$8,000,000	\$14,670,000	5307	\$14,670,000.00					N/A	09/30/2025				Phase Added		Pending	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

Page: 15 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																		
2026	Multi-Modal	215974	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Operating	Metro Transit, Kalamazoo	0.000	SP3000-operating except JARC and New Freedom	FY 26 5307 Operating			NI	Programmed	23-26	\$1,300,000	\$5,730,000	\$8,000,000	\$15,030,000	5307	\$15,030,000.00					N/A		09/30/2026			Phase Added		Pending	
2024	Local	216404	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Q Ave E	from 29th Street to 33rd Street	2.007	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	23-26	\$0	\$289,989	\$0	\$289,989	EDD	\$1,271,870.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Local	216404	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Q Ave E	from 29th Street to 33rd Street	2.007	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	23-26	\$523,500	\$0	\$203,381	\$726,881	STL	\$1,271,870.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
2024	Multi-Modal	216405	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY24 Section 5310 Van Purchase			NI	Programmed	23-26	\$148,500	\$37,125	\$0	\$185,625	ST	\$185,625.00						09/30/2024				Phase Added		Pending	
2025	Local	216407	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E W Ave	from 44th Street to 47th Street	1.498	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	23-26	\$0	\$77,000	\$0	\$77,000	EDD	\$1,020,630.00					N/A	10/11/2024	12/06/2024			Phase Added		Pending	
2025	Local	216407	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	E W Ave	from 44th Street to 47th Street	1.498	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	23-26	\$575,500	\$0	\$163,130	\$738,630	STL	\$1,020,630.00					N/A	10/11/2024	12/06/2024			Phase Added		Pending	
2025	Multi-Modal	216408	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY25 Section 5310 Van Purchase			NI	Programmed	23-26	\$109,500	\$27,375	\$0	\$136,875	STL	\$136,875.00						09/30/2025				Phase Added		Pending	
2026	Local	216414	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Q Ave E	from 33rd Street to 36th Street	1.507	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	23-26	\$586,500	\$0	\$166,380	\$752,880	STL	\$1,039,880.00					N/A	10/10/2025	12/05/2025			Phase Added		Pending	
2026	Local	216414	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	Q Ave E	from 33rd Street to 36th Street	1.507	Road Rehabilitation	Crush and Shape and Asphalt Resurfacing			CON	Programmed	23-26	\$0	\$79,000	\$0	\$79,000	EDD	\$1,039,880.00					N/A	10/10/2025	12/05/2025			Phase Added		Pending	
2026	Multi-Modal	216415	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Central County Transportation Authority	Transit Capital	Areawide	0.000	1110-Bus Rolling Stock	FY26 Section 5310 Van Purchase			NI	Programmed	23-26	\$111,500	\$27,875	\$0	\$139,375	ST	\$139,375.00						09/30/2026				Phase Added		Pending	
2024	Local	216499	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	Kalamazoo County	W K L Ave	Copper Beach Boulevard to Concord Place Drive, Oshemo Township	0.584	Roadside Facilities - Improve	Paved nonmotorized path and boardwalk construction			CON	Programmed	23-26	\$1,468,120	\$0	\$490,940	\$1,959,060	TA	\$2,448,825.00					N/A	10/06/2023	12/01/2023			Phase Added		Pending	
GPA Type Subtotals:																S/TIP Line items											\$144,440,309		\$64,290,163		\$54,975,287		\$263,705,748	
Trunkline Traffic Operations And Safety																																		
2023	Trunkline	201968	Kalamazoo Area Transportation Study (KATS)	Kalamazoo	MDOT	I-94BL W	I-94BL, Michigan and Kalamazoo Avenue	0.000	Traffic Safety	Intersection Improvements			CON	Abandoned	20-23	\$666,389	\$64,787	\$9,256	\$740,432	HSIP	\$0.00					05/29/2019	10/01/2019	N/A	12/09/2022	02/03/2023			Approved	
GPA Type Subtotals:																Trunkline Traffic Operations And Safety											\$666,389		\$64,787		\$9,256		\$740,432	



KATS Transportation Improvement Program

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 04/27/2022

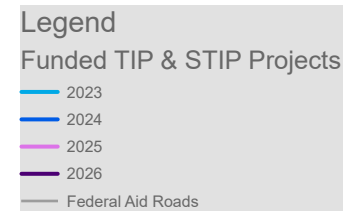
Page: 16 of 16

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
Grand Total:																\$145,106,698	\$64,354,950	\$54,984,543	\$264,446,180															

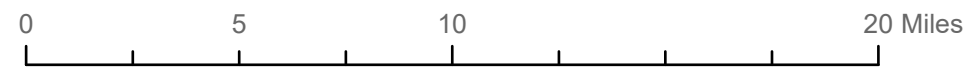
Illustrative Project Listing

Through the KATS Prioritization Process, all projects not assigned funding are to be considered Illustrative Projects. These projects are included in the FY 2023 - 2026 TIP for public comment so that any additional revenues identified can be added to the funded portion of the TIP in the future through the KATS Administrative Modification Policy. The illustrative project list is not reflected in the financial constraint analysis tables listed previously. The full list of Illustrative Projects can be found in Appendix G.

Map 4: FY 2023-2026 Funded Transportation Improvement Program Projects

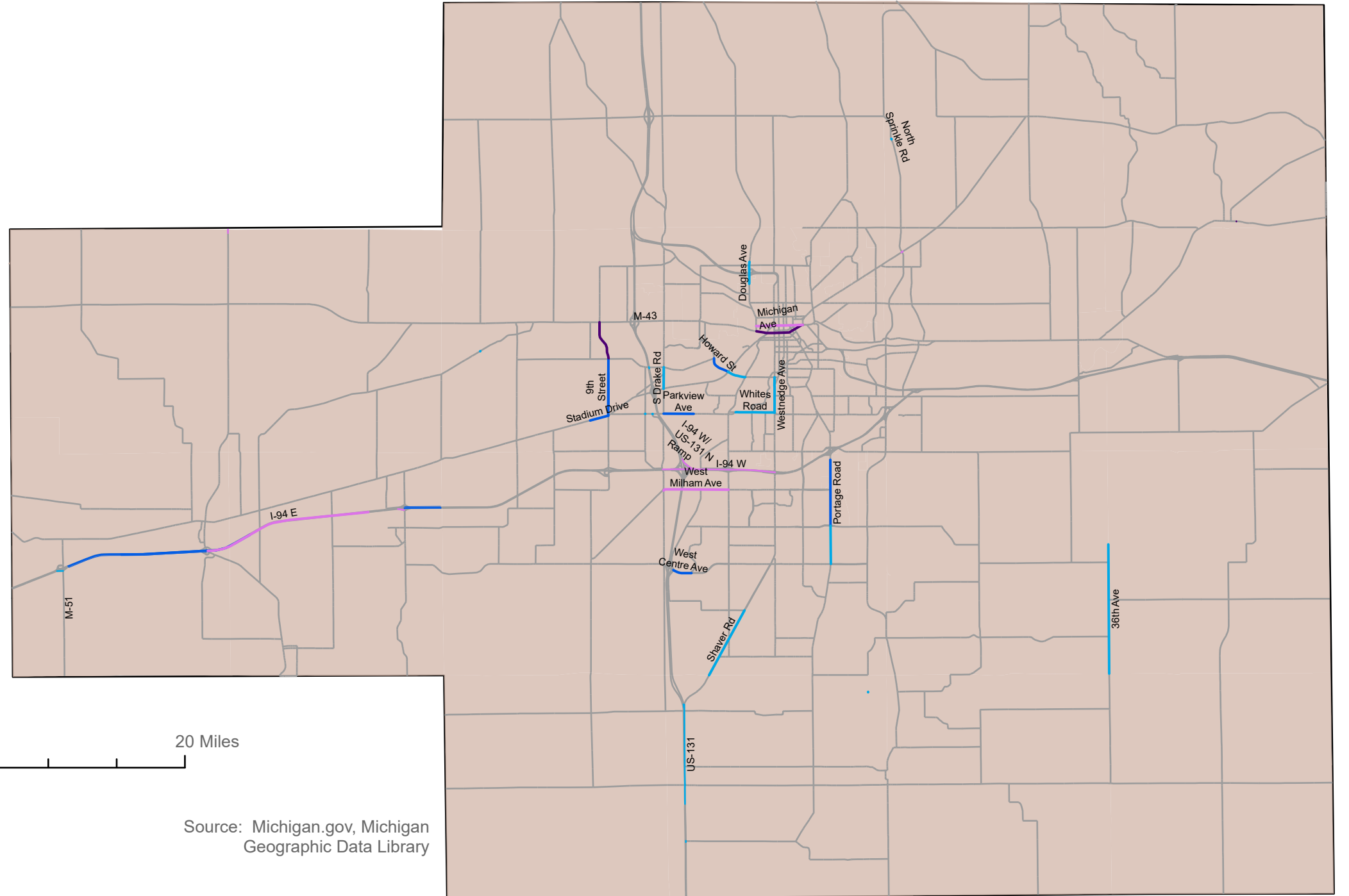


Projects that are funded for multiple years are illustrated in the first year that they are funded.



Source: Michigan.gov, Michigan Geographic Data Library

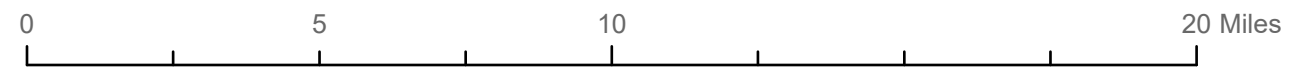
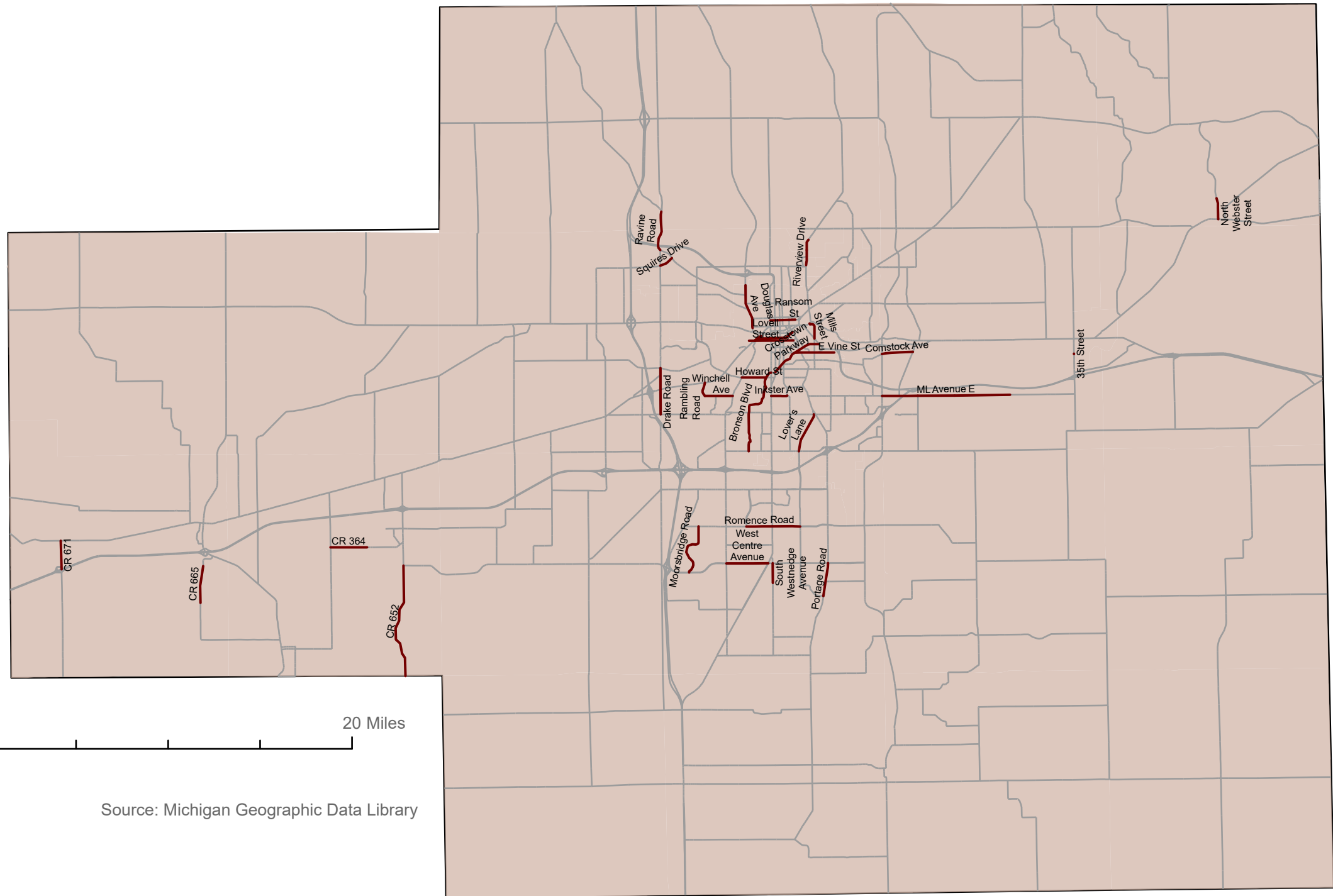
February 2022



Map 5: FY 2023-2026 Illustrative Transportation Improvement Program Projects

Legend

- Illustrative TIP Projects
- Federal Aid Roads



Source: Michigan Geographic Data Library



February 2022

PUBLIC INVOLVEMENT

The Kalamazoo Area Transportation Study (KATS) followed the procedures established in its adopted Public Participation Plan by providing public postings of all Technical Committee and Policy Committee meetings and by advertising and holding multiple public meetings on the proposed FY 2023 - 2026 Transportation Improvement Program (TIP). A summary of all public comments received throughout the planning process is available in Appendix C.

ENVIRONMENTAL JUSTICE

In 1964, the Civil Rights Act under Title VI was enacted and stated 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.” The Civil Rights Restoration Act of 1987 broadened the scope of Title VI, clarified the intent, and expanded the definition of the terms “programs and activities” to include all programs and activities of Federal-aid recipients, sub-recipients, and contractors, whether such programs are Federally assisted or not.

In 1994, an Executive Order (Number 12898) directed every Federal agency, including the U.S. Department of Transportation to identify and address the effects of all programs, policies, and activities on “minority populations and /or low-income populations.” This Order was consistent with Title VI in considering fundamental environmental justice principles affecting low income and minority populations. The three fundamental environmental justice principles are:

1. To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In 1997, the U.S. Department of Transportation issued an Order that summarized and expanded on environmental justice requirements, stating that the Order applies to all transportation planning policy decisions and activities undertaken, funded, or approved by the Federal Highway Administration, Federal Transit Administration, and Metropolitan Planning Organizations among other U.S. Department of Transportation components.

The Environmental Justice office of US Environmental Protection Agency defines Environmental Justice as: “...*the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.*”

The Kalamazoo Area Transportation Study, through its Environmental Justice analysis, uses the following process to identify and analyze Environmental Justice areas within the Planning Area:

1. Delineation and mapping of Minority Areas, Low Income Areas, and Aging Population Areas
2. Analysis of Impacts on Minority, Low Income, and Aging Population Areas

While requirements for Environmental Justice only include the analysis of Minority and Low-Income Areas, KATS has included Aging Population Areas to further address issues identified through public comment on previous planning activities.

Delineation of Environmental Justice Areas

Environmental Justice (EJ) areas were identified to determine what areas could be impacted by projects identified in the 2050 Metropolitan Transportation Plan. To determine what areas are considered low

income, minority, or aging population areas in the Metropolitan Planning Area, Demographic Indicators in the Environmental Protection Agency's web based EJSCREEN were used.

For the analysis of the FY 2023-2026 TIP, KATS set a standard of the 50th percentile in each area of analysis through the EJSCREEN tool. While a more refined process used in the MTP was used in the KATS Prioritization Process, KATS Staff looked at a larger demographic range in the analysis of the selected projects. Through the entire planning process, it was felt that this standard provided the appropriate level of emphasis within the Planning Process while still reaching the defined EJ emphasis areas.

The EJSCREEN tool uses the following definitions for these categories:

Percent minority: Percent of individuals where minority is defined as all but Non-Hispanic White Alone. Calculated from the Census Bureau's American Community Survey 2015-2019.

Percent low-income: Percent of individuals whose ratio of household income to poverty level in the past 12 months was less than 2 (as a fraction of individuals for whom ratio was determined). Calculated from the Census Bureau's American Community Survey 2015-2019.

Aging Population: Percent of individuals over age 64 as a fraction of the population. Calculated from the Census Bureau's American Community Survey 2015-2019.

While the EJSCREEN tool provides a solid basis for decision making, KATS further analyzed the demographic data. Understanding the makeup of any community is the starting point for understanding its unique characteristics. Knowledge of the nature and makeup of the community will assist in fine tuning the importance of transportation projects in the MPO area and assessing their impact on EJ Populations.

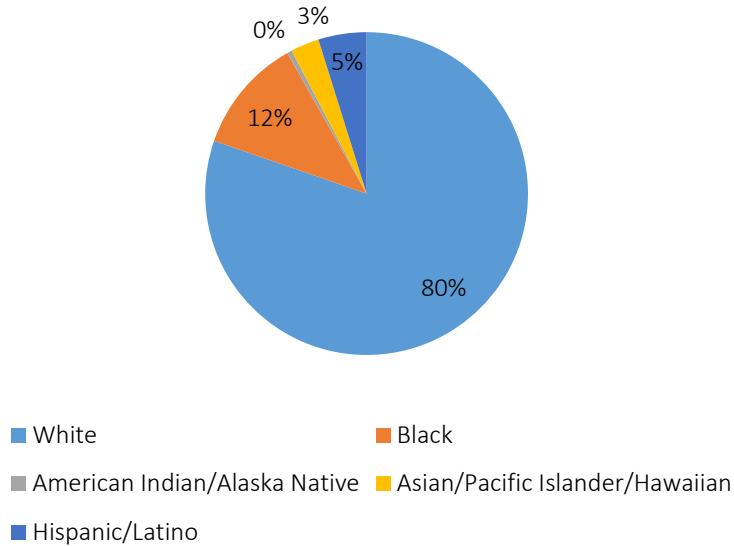
Being aware of age characteristics of the MPO area can also assist planning and funding decisions by indicating the specific economic, transportation, recreational, educational, and other community needs each age group will require. By examining the demographic mix of residents, the MPO and local agencies can better plan for transportation services and needs.

The Federal Office of Management and Budget's (OMB) 1997 Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, established five minimum categories for data on race. Therefore, to conduct the Minority EJ analysis, KATS used the following categories for race:

- White
- Black/African American
- American Indian and Alaskan Native
- Asian, Pacific Islander and Hawaiian
- Hispanic and Latino

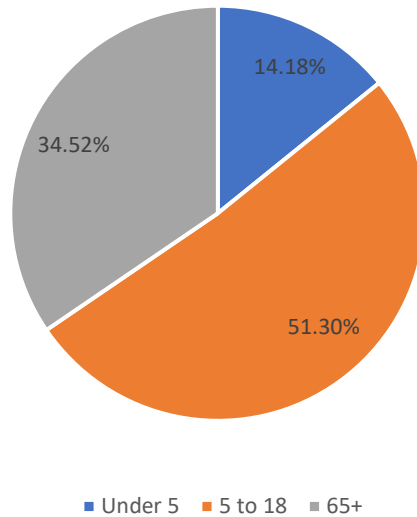
To determine the effects of any federal-aid transportation project, it was necessary to identify areas within the MPO in which met the above criteria for the identified population groups.

KATS Area Racial Characteristics (2017)

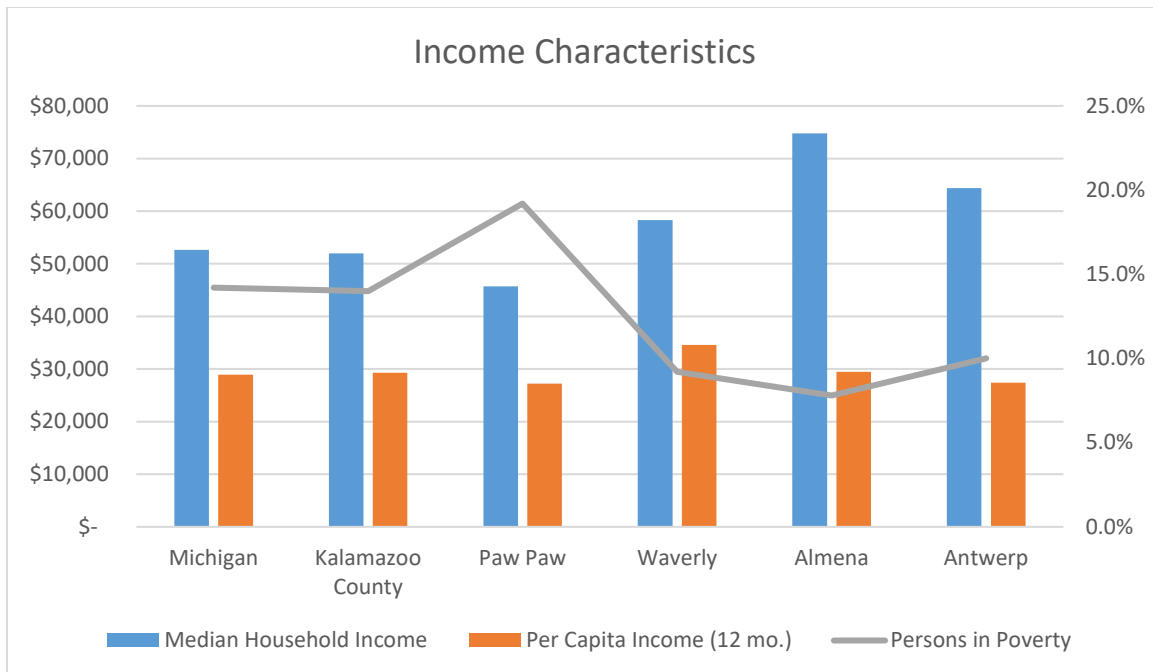


A breakdown of age groups within the Planning Area is useful when the age groups are broken into three main categories: under 5, 5 -18, and 65 and older. This provides a better sense of the needs and desires of the population, especially those that are unable to drive themselves. Less than 35% of the population within the KATS Planning Area is 65 or older.

KATS Area Age Distribution (2017)



Median household income, per capita income and percent poverty level for the KATS Planning Area have been collected from 2012-2017 and is shown below in 2017 dollars. The data is compared to the average in Michigan to illustrate that the MPO area is within the average range in the state.



Maps of the identified locations follow this chapter, along with a summary table identifying TIP projects located in the Environmental Justice areas.

Analysis of Impacts on Minority, Low Income, and Aging Population Areas

Once Minority, Low Income, and Aging Population Areas were identified, KATS analyzed projects based on their implications to each group. In order to conduct the analysis, several assumptions were made:

<p style="text-align: center;">Projects with Potentially Positive Neighborhood Impacts</p> <ul style="list-style-type: none"> Pavement Preservation Reconstruction of Existing Roadways Signal Installation Transit Service Expansion Non-Motorized Projects 	<p style="text-align: center;">Projects with Potentially Negative Neighborhood Impacts</p> <ul style="list-style-type: none"> Transit Service Reduction Road Widening New Roads Freeway Access Improvements
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Furthermore, for purposes of this analysis, staff makes the assumption that the improvement of the condition of the transportation system through preservations projects, transit projects, non-motorized projects, and safety projects is improving the overall well-being of the community. KATS makes this

assumption, in part, because of the MPO’s adopted Complete Streets Policy’s requirements to address all users within project development.

Potential Positive Impacts

Throughout the EJ Analysis, staff considered a variety of improvement types and related impacts. Road preservation projects are the main project type in the TIP throughout the MPO area, including EJ areas. It is important to note that potential low levels of investment do not necessarily reflect unfair treatment but may rather reflect that an area’s existing transportation system is complete and in good condition, or may need only minor investments to maintain the condition of the system. It is also possible that improvements are planned to use non-federal revenue resources.

Since the Transportation Improvement Program is multi-modal in nature, it contains expenditures on road, transit, and non-motorized projects that, when built, will provide access to additional modes of transportation to the EJ Areas.

KATS also reviewed the public transportation fixed route service to determine if adequate coverage of the populations are being served. Maps showing the fixed bus routes EJ areas, and 2023-2026 projects follow this chapter. With the recent creation of the Central County Transportation Authority (CCTA), increased transit frequency and service hours have occurred. This has directly benefited the service to public transit users within the EJ areas. In addition to fixed route services, demand response public transportation access is available throughout the EJ areas and the entire metropolitan planning area, called Metro Connect. Based on the current fixed public transportation system, areas that are typically used by these identified populations have access to public transportation.

Due to the dispersed nature of the aging population, demand response transit service plays a critical role. The 2050 Metropolitan Transportation Plan identifies continued support for demand response service across the MPO area to help address the needs of the aging population and assist their ability to age in place. In 2018, Metro Connect provided 165,848 rides to those not serviced by fixed route transit.

Analysis shows the Transportation Improvement Program includes a large percentage of identified “positive” improvements throughout the MPO area, many in or adjacent to EJ areas. . All roadway projects are planned to be contained within existing rights-of-way and foster improvements to non-motorized and transit accessibility. KATS will encourage the local road agencies to inform residents of upcoming projects through various sources, including public meetings, newsletters, and website information.

The following table shows the capacity projects in the identified EJ areas.

Table 18: Capacity Projects within Environmental Justice Areas

Project ID	Project	Limits	Description	Year
206261	Douglas Avenue	City of Kalamazoo Limits to 750 feet north of Mosel Avenue	Mill, Resurface, and Road Diet	2023
215566	Kalamazoo Avenue	Douglas to Harrison Street	Resurfacing & Conversion to Two-Way Street	2025
215591	Michigan Avenue	Douglas to Harrison Street	Resurfacing & Conversion to Two-Way Street	2026

Environmental Justice Finding

The overall Transportation Improvement Program has a positive impact on the identified EJ Areas. Identified road projects have generally accepted benefits to all areas including the identified EJ Areas.. The only capacity expansion projects that adds lanes are Kalamazoo Avenue and Michigan Avenue.

There have been no negative comments received from the EJ areas on the Transportation Improvement Program regarding its potential impact on the EJ population areas. In addition to the lack of comments, the analysis of impacts on residents in the Environmental Justice areas, as a result of implementing the 2023-2026 TIP, shows there is not a disproportionately negative impact in the Environmental Justice areas in regard to high and adverse health impacts, minimization of access to the transportation system; or any neglect, reduction, delay in the receipt of transportation benefits, or restriction of public access to public transit services. These findings demonstrate that implementing the projects contained in this TIP do not result in any violations of Executive Order 12898 and the overall principles of Environmental Justice.

The following funded road projects are identified within the defined Environmental Justice analysis areas:

FY 2023

- Douglas Avenue: City of Kalamazoo Limits to 750 feet north of Mosel Avenue
- Howard Street: Stadium to Oakland
- S. Drake Road: Stadium Dr (I-94 BL) to KL Ave
- US-131: Over Amtrak and KL Avenue
- West Main: between 10th Street and Drake Road

FY 2024

- I-94: East of M-51 to east of M-40 in Van Buren County
- Howard Street: Stadium to Michigan
- Parkview Avenue: Drake to Tamsin
- West Main: between 10th Street and Drake Road

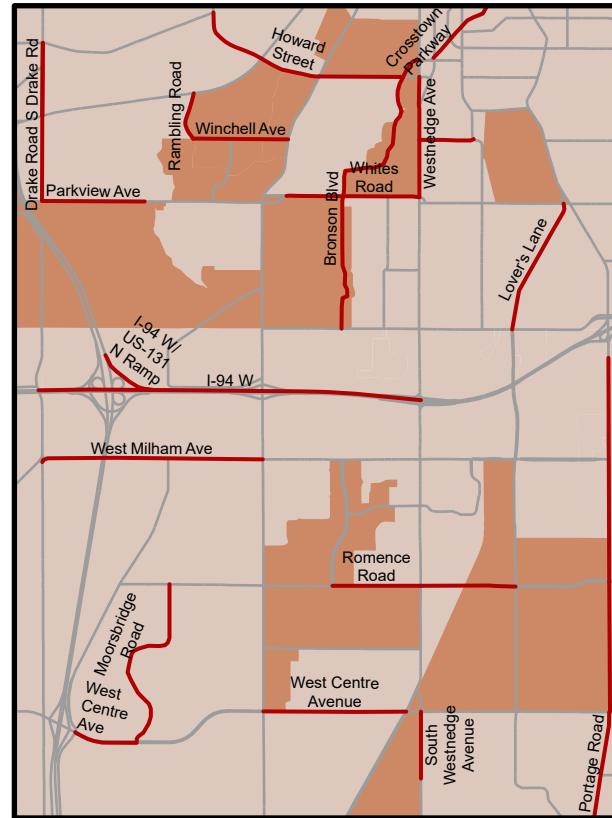
FY 2025

- Kalamazoo Avenue: Douglas to Harrison Street
- West Milham Avenue: South 12th Street to Oakland Drive
- West Main: between 10th Street and Drake Road

FY 2026

- Michigan Ave: Douglas to Harrison Street
- 9th Street: KL Avenue to M-43 (West Main Street)

Map 6: FY 2023-2026 Transportation Improvement Program Projects & Aging Areas

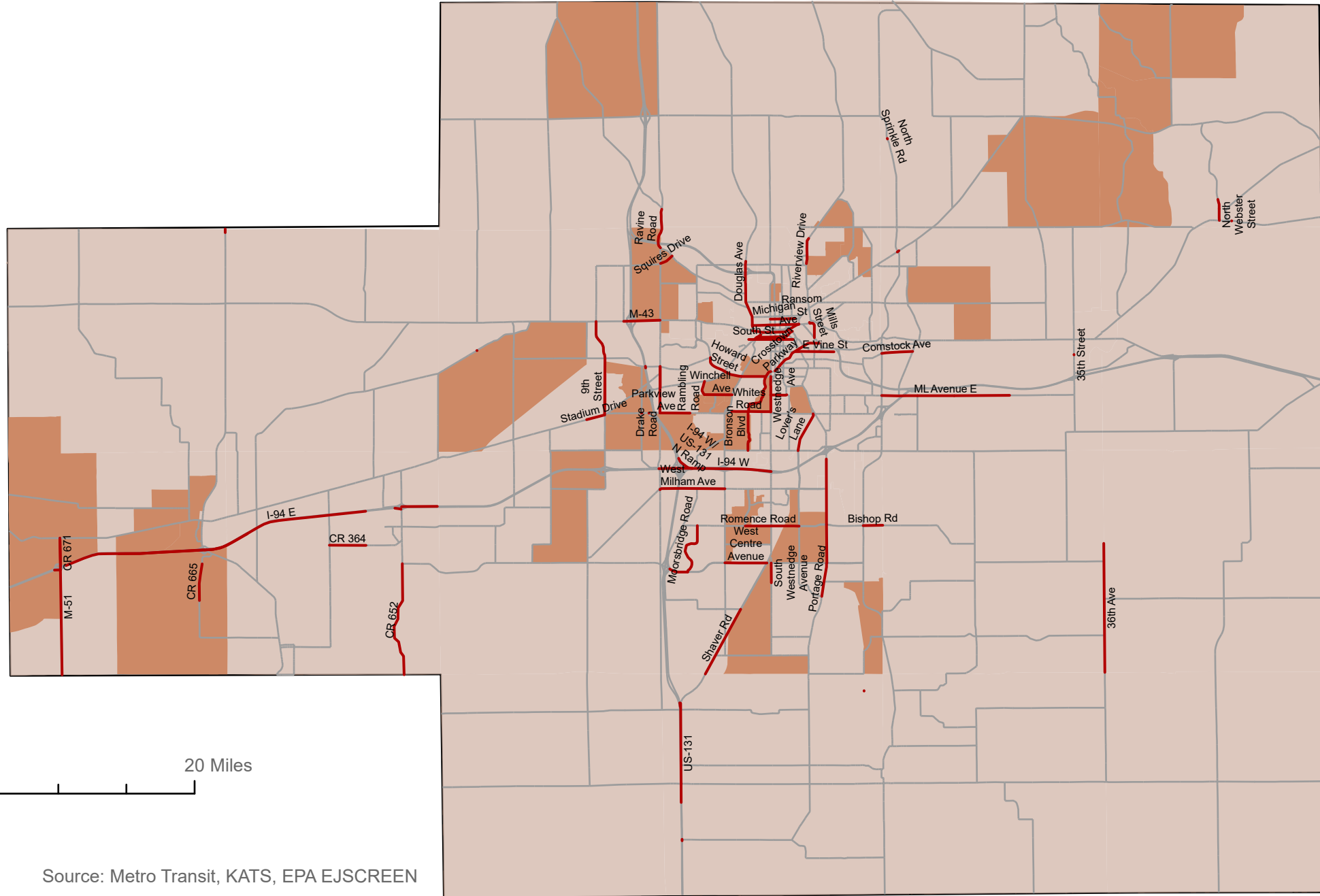
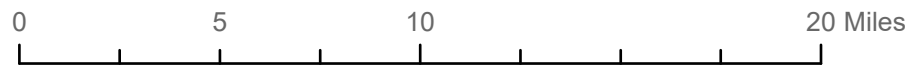


Legend

- TIP & STIP Projects*
- Federal Aid Roads
- Aging Areas

Percent of individuals over age 64 as a fraction of the population. Selected areas are in the 80-100 percentile.

*Projects shown are funded TIP & STIP projects, as well as illustrative TIP projects

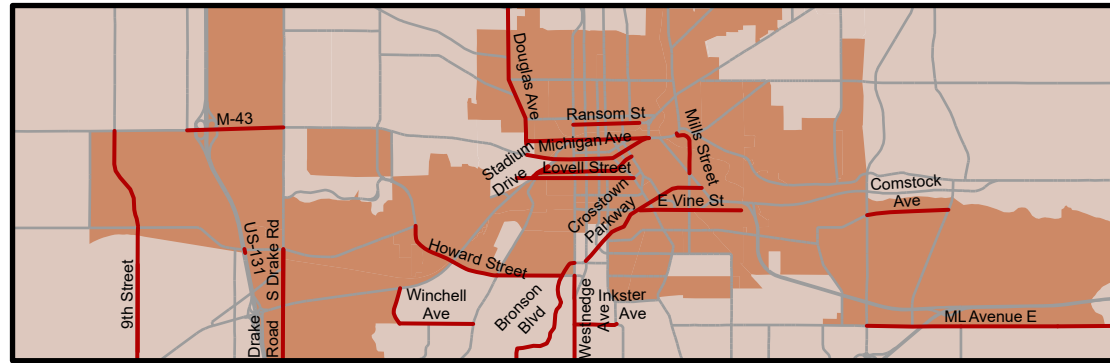


Source: Metro Transit, KATS, EPA EJSCREEN



February 2022

Map 7: FY 2023-2026 Transportation Improvement Program Projects & Low Income Areas



- Legend**
- TIP & STIP Projects*
 - Federal Aid Roads
 - Low Income Areas

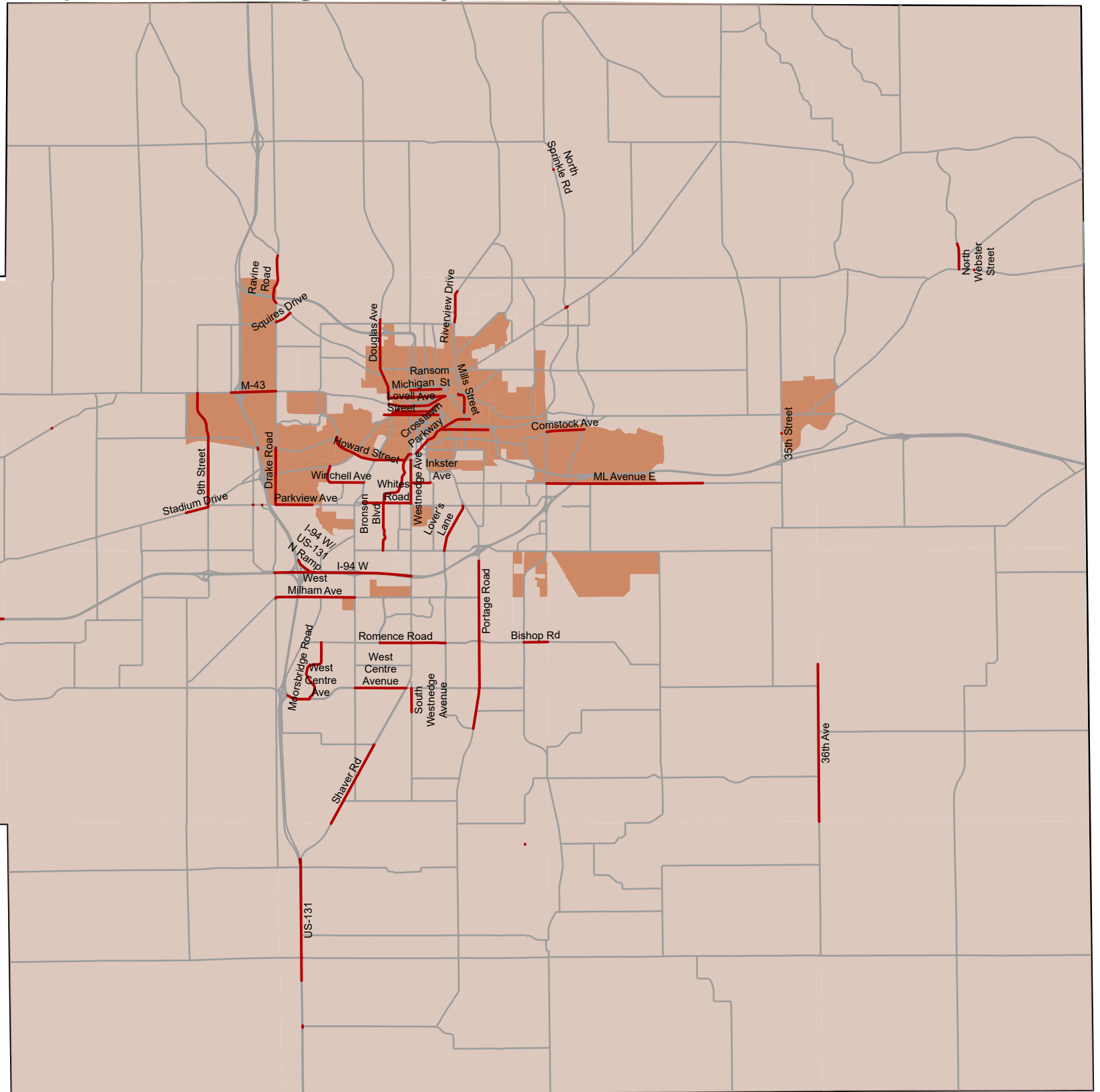
Percent of individuals whose ratio of household income to poverty level in the past 12 months was less than 2 (as a fraction of individuals for whom ratio was determined). Selected are block groups in the 80-100 percentile.

*Projects shown are funded TIP & STIP projects, as well as illustrative TIP projects

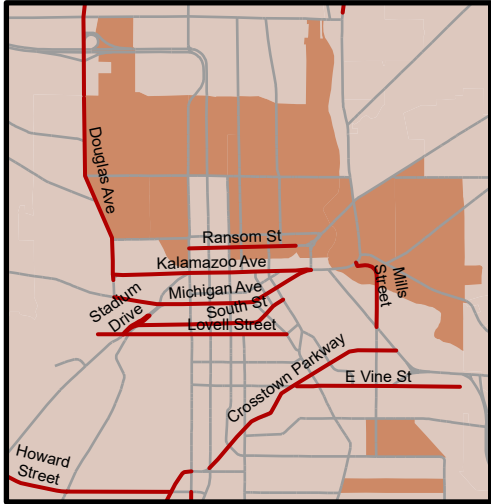


Source: Metro Transit, KATS, EPA EJSCEEN

February 2022



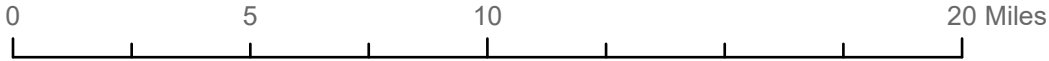
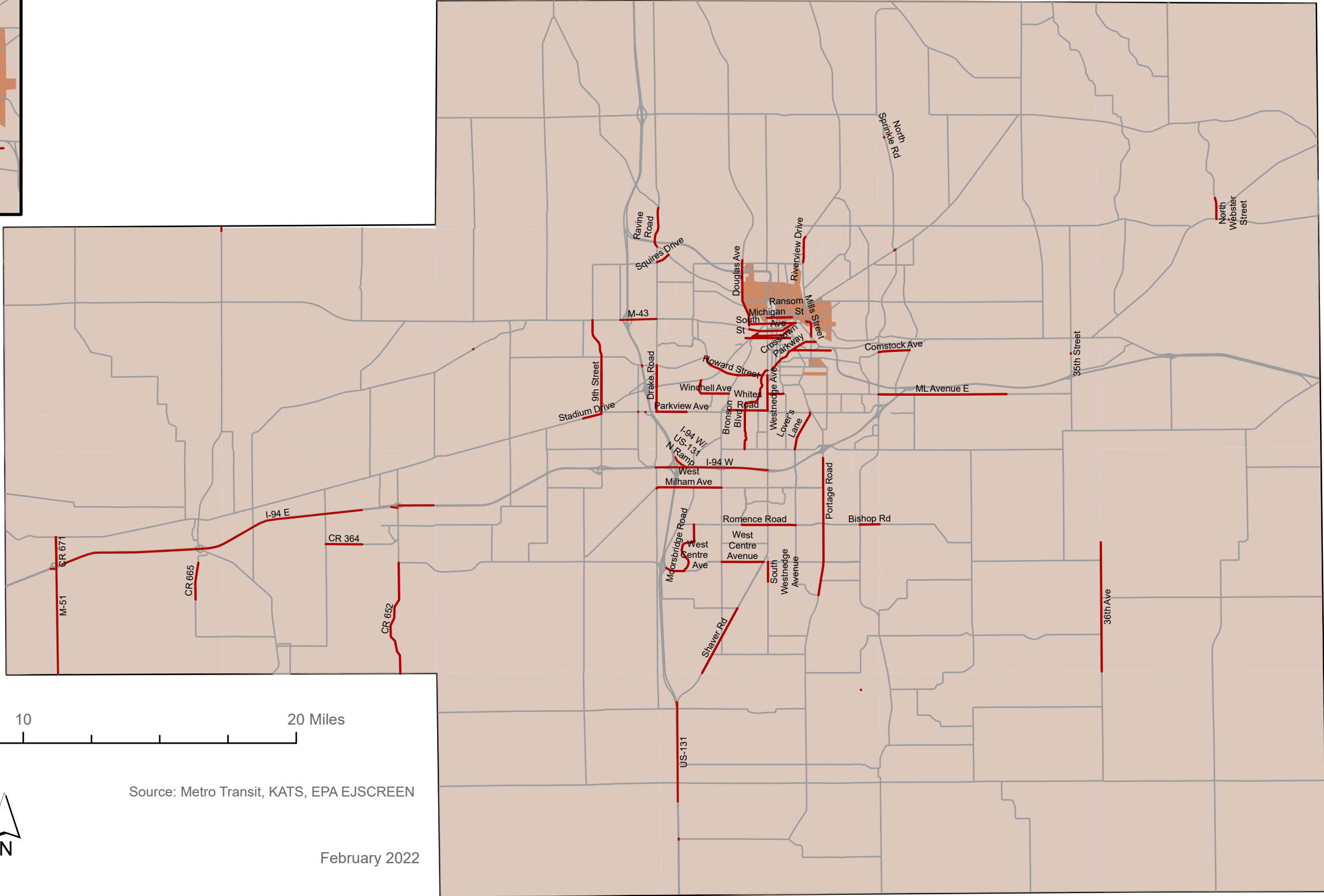
Map 8: FY 2023-2026 Transportation Improvement Program Projects & Minority Areas



- Legend
- TIP & STIP Projects*
 - Minority Areas
 - Federal Aid Roads

Percent minority as a fraction of the population, where the minority is defined as all but Non-Hispanic White Alone in the 80-100 percentile.

*Projects shown are funded TIP & STIP projects, as well as illustrative TIP projects



Source: Metro Transit, KATS, EPA EJSCREEN

February 2022



CONSULTATION

A total of 98 letters were mailed to various federal, state, tribal, and local agencies and organizations to consult on the FY 2023 - 2026 Transportation Improvement Program. The letter included a list of all projects proposed for the document by year and agency. KATS received responses back that there was not enough time to provide comments. It was communicated to these agencies that we could extend the consultation period. KATS received no follow-up comments. KATS will continue to update and improve our contact list and strive to maintain an open dialogue throughout the life of the TIP with our consulting agencies.

The Kalamazoo Area Transportation Study also actively engages in consultation activities at various local meetings, including the Kalamazoo Chamber of Commerce Transportation Committee and the Kalamazoo County Planning Commission. KATS also participates and solicits local master plan updates so the Study can coordinate projects with the land use plans for Kalamazoo County.

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

The Kalamazoo Area Transportation Study adopted the *KATS Administrative Policies & Procedures document on September 28, 2019*. The procedure for amending the Transportation Improvement Program is presented in detail within the document. The document can be found on the KATS webpage.

Due to the nature of the Transportation Improvement Program, projects that need to be amended into the document require timely action by both the Technical Committee and Policy Committee. Once action is taken by both committees and public input is received, the financially constrained amended document is sent to the Michigan Department of Transportation for approval by the Federal Highway Administration and Federal Transit Administration.

APPENDICES

Appendix A: List of Available Federal-Aid Highway and Transit Resources

Appendix B: Financial and Operations and Maintenance Assumptions

Appendix C: Public Involvement and Summary of Public Comment

Appendix D: Resolution Approving the FY 2023 - 2026 Transportation Improvement Program

Appendix E: Metropolitan Transportation Planning Process Certification

Appendix F: Prioritized Project List- Including Illustrative Projects

Appendix G: Illustrative Project List

Appendix H: Strategic Highway Network and Federal Land in the KATS MPO Boundary

Appendix A: List of Available Federal-Aid Highway and Transit Resources¹⁰

Highway Resources

Source	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program	Maintain and improve the federal-aid highway system.	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; nonmotorized projects (including projects eligible under the former Transportation Alternatives Program) and bridge scour countermeasures.
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries.	Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan; roadside safety audits.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Reduce emissions from transportation sources	Installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes.
National Highway Performance Program (NHPP)	Maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above).	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and nonmotorized activities; and Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.
National Highway Freight Program	Infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network.	Construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities.

¹⁰ Not intended to be an exhaustive list of all eligible activities.

Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urbanized areas.	Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities.
Section 5310, Elderly and Persons with Disabilities	Improving mobility options for seniors and disabled persons.	Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program.
Section 5311, Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.
Section 5337, State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair.	Capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received.
Section 5339, Bus and Bus Facilities	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.

Appendix B: Financial and Operations and Maintenance Assumptions

Funding Growth Rates

These rates are not Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit during the next five fiscal years are fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF during the past seven years to nearly \$145 billion.

Although the FAST Act has increased funding stability over the next five fiscal years, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT and MTPA are recommending two percent per year funding increases between FY 2023 and FY 2026.

Year of Expenditure (YOE) Rates

YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon since the inflation rate on transportation costs has increased faster than funding growth rates. Due to the nature of the KATS program (capped federal dollars), local agencies are asked to apply for the expected federal revenue they determine is needed in the fiscal year applied for. KATS TIP Subcommittee then reviews those applications and makes adjustments at the committee level to assign the appropriately adjusted funding by FY.

Appendix C: Public Involvement and Summary of Public Comment

To encourage review of the Draft FY 2023-2026 Transportation Improvement Program document, KATS staff mentioned the document's availability online to the KATS Citizen Advisory Committee, Technical and Policy Committees, Bike Friendly Kalamazoo meeting members, and members of the Metro Public Transit Human Services Committee. KATS Staff sent out letters to federal, state, tribal and local agencies, and organizations to inform that the draft document was posted on the website. Postings regarding the document were made on the KATS website, Facebook and Twitter. The draft document was also included in public meeting notices for several months.

Announcement of the TIP Open House was made at several local meetings including KATS Technical and Policy Committees.

The TIP Open House was held at Metro Transit on April 19. 7 members of the public visited to provide feedback and learn more information.

Attendees of the open house are listed below:

- Qianna Decker
- Philip Doorlag
- Sean McBride
- David Miller
- Ryan Minkus
- Dennis Randolph
- Larry Stehouwer

At the open house, the public was walked through the MPO process including: the purpose of an MPO, National Functional Classification System, Environmental Justice, the KATS Project Prioritization Process, and draft TIP Projects. There was also discussion on the maps.

One attendee voiced their appreciation for the extra points that are given to EJ areas during the TIP scoring process. Moving forward, they think it would be beneficial for small agencies to be given points for projects rolled over from the last TIP cycle instead of clearing out the projects for each TIP cycle.

There was discussion regarding the turnout for online meetings vs. in-person meetings following the Covid-19 pandemic. A couple members of the public voiced interest in changing the public participation plan to include a hybrid format.

Anna Horner, from Oshtemo Township, gave KATS comments as listed below,

- Map 1: Legend to include any and all identifiers
- Map 2: Location in document does not seem appropriate and with no explanation of NFC Sept 2020 – needs updating? pg. 15/100 shows 8th St KL to W Main as NFC Major Collector – now local road
- Table 4: Safety Targets as Rolling Avg, why not regression or model? Seems like poor target to be higher than declining year of year total
- Section "Connection between the transportation improvement program and the Metro Transpo Plan" should be earlier in document
- Page 29/100:
National Highway Performance Program (NHPP): This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important **critical?** highways, including **primarily?** the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (i.e., I-, US-, and M-

roads), but **however there are** also includes certain **locally-owned** roads classified as principal arterials.

How often are new facilities construction on NHS? It is more that things like ramps are redesigned or capacity added which would fall under the “performance” part?

The Locally-owned doesn't seem best word choice to me but I don't have any other suggestions off the top of my head. Mostly alluding to the different of local roads (Township) are not going to be NHS. “Certain regional roads classified...” ?

- Page 30/100 very bottom and 32/100 very top (For State):
Base _____ (is a word missing here? Conditions? Baseline?) and Assumptions Used in Forecast Calculations of Federal Highway Funds

Operations and Maintenance of the Federal-Aid Highway System : somewhere in this section identify ROUTINE (which is being called Operations and Maintenance) vs CAPITAL maintenance– vs repair and rehab as capital maintenance

- Page 35/100: need ending and check total?

2023	\$ 11,625,769.00
2024	\$ 11,858,284.38
2025	\$ 12,095,450.07
2026	\$ 12,337,359.07
	\$ 47,916,862.52

Should table 14 be up on pg 34 before O&M starts being discussed?

- Page 61 – no more recent data?
- Is there something that members of Policy and Technical Committee should be doing to engage those who were contacted in Consultation piece? Seems alarming zero responses...(Maybe this is just in the draft version)

KATS also received an email back from Christine Morse expressing gratitude for contacting her office about the TIP, “Thank you for contacting the Office of Christine Morse regarding the Transportation Improvement Project. The information was helpful in researching Kalamazoo’s infrastructure plans and their fiscal implications during 2023 through 2026. Thank you for keeping us informed regarding the financial processes of TIP and allowing for any feedback. We appreciate the work of the agencies and their collaborative intentions.”

Appendix D: Resolution Adopting the Fiscal Year 2023-2026 TIP

RESOLUTION

**Adopting the Fiscal Year 2023 - 2026 Transportation Improvement Program
for the Kalamazoo Metropolitan Area**

WHEREAS, the Kalamazoo Area Transportation Study is the Metropolitan Planning Organization for Kalamazoo Metropolitan Area; and

WHEREAS, the Kalamazoo Area Transportation Study has identified projects for inclusion in the Fiscal Year 2023 - 2026 Transportation Improvement Program with assistance from the Michigan Department of Transportation, municipalities, Kalamazoo Metro, Van Buren Public Transit, and the Kalamazoo and Van Buren County Road Commissions; and

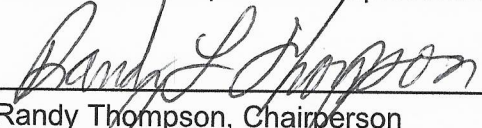
WHEREAS, the projects identified in the Fiscal Year 2023 – 2026 Transportation Improvement Program have been found to be financially constrained based on known information at the time of adoption; and

WHEREAS, during the development of the Fiscal Year 2023 - 2026 Transportation Improvement Program, the Kalamazoo Area Transportation Study took steps to ensure that the document is compliant based on current federal regulations; and

WHEREAS, the Kalamazoo Area Transportation Study Policy Committee has allowed for public comment on the Fiscal Year 2023 - 2026 Transportation Improvement Program and has held a public meeting to formally adopt the document.

NOW, THEREFORE, BE IT RESOLVED, that the Kalamazoo Area Transportation Study Policy Committee hereby adopts the Fiscal Year 2023 – 2026 Transportation Improvement Program, including the financial constraint analysis; and

BE IT FURTHER RESOLVED, that the Fiscal Year 2023 - 2026 Transportation Improvement Program will be transmitted to the Michigan Department of Transportation for inclusion in the Statewide Transportation Improvement Plan.



Randy Thompson, Chairperson
Kalamazoo Area Transportation Study Policy Committee

5-25-2022
Date

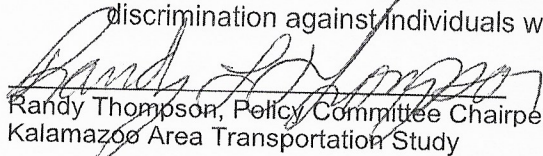
This resolution was adopted by the Kalamazoo Area Transportation Study Policy Committee on [May 25, 2022]


Appendix E: Metropolitan Transportation Planning Process Certification

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**

In accordance with 23 CFR 450.336, the Michigan Department of Transportation and the Kalamazoo Area Transportation Study, the Metropolitan Planning Organization for the greater Kalamazoo area, Michigan urbanized area, hereby certify, as part of the Transportation Improvement Program submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


Randy Thompson, Policy Committee Chairperson
Kalamazoo Area Transportation Study

Todd White
Jul 6 2022 9:24 AM
Todd White
Todd White, Director 
Bureau of Transportation Planning

5-25-2022
Date

Date

Appendix F: Prioritized Project List- Including Illustrative Projects FY 2023-2026 Transportation Improvement Program Master Project List

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
Howard St - Stadium to Oakland	Howard Street	0.467 miles	Stadium to Oakland	Resurface	No	City of Kalamazoo	2026	This project will involve the milling and resurfacing of Howard Street. In addition to this road maintenance activity the project will also involve the addition of a pedestrian island to facilitate pedestrian and non-motorized connection from Waite Ave and the Oakland/Winchell neighborhood to the shared use path along Howard Street. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. Howard St is an important street connection between WMU, Stadium Dr, Crosstown Parkway, and Oakland Dr.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000	There is a shared-use pathway along the north side of the road. No other facilities are present for pedestrians or non-motorized users. This project plans for the addition of ramps and island to connect the Oakland/Winchell neighborhood to the shared use path via Waite Ave.	91
City of Portage	West Milham Avenue	1.757	South 12th Street to Oakland Drive	Resurface	No	City of Portage	2025	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration.	\$ 1,300,000	\$ 1,850,000	\$ -	\$ 550,000	\$ 1,850,000	Sidewalk and bike lanes exist on both sides of West Milham Avenue. This project meets the City of Portage's Natural Place to Move initiative.	91
Kalamazoo Ave	Kalamazoo Ave	1.276 (6737 ft)	Douglas Ave to Harrison St	Resurface	Yes	City of Kalamazoo	2024	This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, which includes this project, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes. This project will involve the milling and resurfacing of Kalamazoo Avenue and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection	\$ 3,680,000	\$ 5,060,000	\$ -	\$ 920,000	\$ 4,600,000	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to improve the portions of the KRVT going through downtown and enable safer and better use of the street for non-motorized users. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed one way operation.	88
Howard St - Stadium to Michigan	Howard Street	0.586 miles (3094ft)	Stadium to Michigan	Resurface	No	City of Kalamazoo	2025	This project will involve the milling and resurfacing of Howard Street. The purpose of this project is to provide an enhanced vehicle driving surface that is cohesive with the present and planned road network. This section of roadway provides an important connection to between WMU, W. Michigan Ave and Stadium Drive, a heavily used shopping, business, and commuter corridor.	\$ 473,600	\$ 651,200	\$ -	\$ 118,400	\$ 592,000	This section of Howard St had a shared use path constructed in 2021 for non-motorized and pedestrian traffic. At this time there are no planned updates to non-motorized facilities.	86

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
9th Street	9th Street	1.53 miles	Stadium Drive to KL Avenue	Resurface	No	Road Commission of Kalamazoo County	2024	Two course cold milling and HMA overlay, shoulder improvements, ADA sidewalk ramp upgrades, and minor traffic signal work to improve operations.	\$ 1,352,800	\$ 2,015,000	\$ -	\$ 338,200	\$ 1,691,000	The corridor currently has 4-foot wide shoulders. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.	85.5
9th Street	9th Street	1.07 miles	KL Avenue to M-43 (West Main Street)	Resurface	Yes	Road Commission of Kalamazoo County	2026	Two course cold milling and HMA overlay, shoulder improvements, ADA sidewalk ramp upgrades, and minor traffic signal work to improve operations.	\$ 1,300,000	\$ 1,940,000	\$ -	\$ 325,000	\$ 1,625,000	The corridor currently has a combination of 4-foot wide shoulders, paved pathways and sidewalks. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.	82.5
Stadium Drive	Stadium Drive	0.53 miles	8th Street to 9th Street	Reconstruct	Yes	Road Commission of Kalamazoo County/ Oshtemo Township	2024	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, ADA ramp upgrades and minor traffic signal work to improve operations.	\$ 827,200	\$ 1,250,000	\$ -	\$ 206,800	\$ 1,034,000	The corridor currently has some sidewalks. Oshtemo Township is working with the DDA to get sidewalks installed on this stretch of road. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.	81
Douglas Ave - Kalamazoo to Kaaf	Douglas Ave	1.148 miles	Kalamazoo to Kaaf	Resurface	No	City of Kalamazoo	2026	This project will involve the milling and resurfacing of Douglas Ave. The purpose of this project is to provide continued vehicle and non-motorized access for users that is cohesive with the present road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. It is also a connection route to the KVRT for non-motorized users and provides access Versluis Park.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000	Presently, there are non-motorized facilities in the roadway of the street from North to Kaaf. Sidewalks do exist along both sides of the street to facilitate pedestrian usage of the route. This project is planned to consider the feasibility of adding bike lanes from Kalamazoo to North along Douglas Ave. No planned pedestrian updates or additions at this time besides adding ADA ramps and crossings where appropriate.	80.5
City of Portage	Portage Road	1.775 miles	Romence Road to Fairfield Road	Resurface	No	City of Portage	2024	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, misc. concrete curb and gutter, traffic signal upgrades at East Milham Avenue and Winters Drive, 750' sanitary sewer extension, water main looping, storm sewer improvements, landscaping improvements, permanent pavement markings and signage, and slope restoration.	\$ 1,500,000	\$ 4,200,000	\$ -	\$ 2,000,000	\$ 3,500,000	Existing non-motorized trails exist from Romence Road to East Milham Avenue on both sides and partial sidewalk exists the north 2,700'. Sidewalk improvements are proposed for this project. This project meets the City of Portage's Natural Place to Move initiative.	80.5
Michigan Ave - Douglas to Undivided	Michigan Ave	1.316 miles (6950ft)	Douglas Ave to Harrison St	Resurface	Yes	City of Kalamazoo	2024	This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, which includes this project, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes. This project will involve the milling and resurfacing of Michigan Avenue and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection	\$ 5,296,000	\$ 7,282,000	\$ -	\$ 1,324,000	\$ 6,620,000	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to improve the portions of the KRVV going through downtown and enable safer and better use of the street for non-motorized users. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed one way operation.	80.5

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
ML Avenue E	ML Avenue E	1.00 miles	Sprinkle Road to 26th Street	Reconstruct	Yes	Road Commission of Kalamazoo County	2025	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, ADA ramp upgrades and minor traffic signal work to improve operations. Pulverize and reconstruct east of River Street.	\$ 936,000	\$ 1,400,000	\$ -	\$ 234,000	\$ 1,170,000	The existing roadway currently has 4-foot to 7-foot paved shoulders. The RCKC currently has no non-motorized facility application for this stretch of road.	79
City of Portage	Romence Road Parkway	4,000 feet	South Westnedge Avenue to Lovers Lane	Resurface	No	City of Portage	2026	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, resurfacing of 10' non-motorized trail, permanent pavement markings and signage, and slope restoration.	\$ 600,000	\$ 925,000	\$ -	\$ 325,000	\$ 925,000	A non-motorized trail exists on the south side of Romence Road Parkway. The non-motorized trail will be resurfaced as part of this project. This project meets the City of Portage's Natural Place to Move initiative.	78
City of Portage	West Centre Avenue	1.14 miles	Oakland Drive to Shaver Road	Resurface	No	City of Portage	2026	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, concrete sidewalk extension, permanent pavement markings and signage, and slope restoration.	\$ 1,700,000	\$ 2,400,000	\$ -	\$ 700,000	\$ 2,400,000	Sidewalk exists on the north side of West Centre Avenue. Proposed sidewalk will fill in existing sidewalk gaps on the south side. This project meets the City of Portage's Natural Place to Move initiative.	78
Ravine Road	Ravine Road	1.09 miles	Drake Road to 12th Street	Reconstruct	No	Road Commission of Kalamazoo County	2024	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 806,400	\$ 1,200,000	\$ -	\$ 201,600	\$ 1,008,000	The existing roadway currently has 5-foot paved shoulder. The RCKC currently has no non-motorized facility application for this stretch of road.	75
Lovell St - Eldridge to Portage	Lovell Street	1.305 miles	Eldred to Portage	Resurface	Yes	City of Kalamazoo	2026	This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, South, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes. This project will involve the milling and resurfacing of Lovell St and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection improvements including revised vehicle and pedestrian signals.	\$ 640,000	\$ 800,000	\$ -	\$ 160,000	\$ 800,000	Presently, there are not any non-motorized facilities in the roadway of the street due to on street parking and number of lanes. Sidewalks do exist along Lovell. ADA ramps and crossings will be added at appropriate locations to facilitate pedestrian usage of the route. It is planned to add non-motorized facilities to Lovell as a part of the complete streets policy and best practices. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.	74
Comstock Avenue	Comstock Avenue	0.85 miles	Sprinkle Road to River Street	Reconstruct	Yes	Road Commission of Kalamazoo County	2026	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, addition of center turn-lane, ADA ramp upgrades and minor traffic signal work to improve operations.	\$ 1,109,600	\$ 1,660,000	\$ -	\$ 277,400	\$ 1,387,000	The corridor currently has 10 foot wide shoulders. Addition of a center turn lane can be accomplished allowing 4 foot shoulders to remain. The RCKC is working with Metro Transit to identify bus stop locations within the project for potential upgrades. The RCKC currently does not have any Non-Motorized Facilities application for this segment of road.	73

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
Mills St - Kings Hwy to E. Michigan	Mills Street	0.514 miles	Kings Hwy to E. Michigan	Resurface	No	City of Kalamazoo	2026	This project will involve the milling and resurfacing of Mills Street. The purpose of this project is to provide continued vehicle and non-motorized access for users that is cohesive with the present road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. It is also a connection route to the KVRT for non-motorized users and provides access to numerous public parks and amenities adjacent to the Kalamazoo River.	\$ 160,000	\$ 200,000	\$ -	\$ 40,000	\$ 200,000	Presently, there are non-motorized facilities in the roadway of the street going all the way up to E. Michigan Ave. Sidewalks do exist along both sides of the street to facilitate pedestrian usage of the route. No planned updates or additions at this time besides adding ADA ramps and crossings where appropriate.	73
Parkview Ave - Drake to Tamsin	Parkview Ave	0.82 miles (4329ft)	Drake to Tamsin	Resurface	No	City of Kalamazoo	2024	This project will involve the design for milling, resurfacing, and repairs necessary on Parkview Ave. In addition to this road maintenance activity the project will also involve widening bike and non-motorized facilities where possible to allow more buffer with motorized traffic. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commuters and business. This project also facilitates non-motorized and motorized connection to Asylum Lake Preserve, a popular recreational area.	\$ 268,000	\$ 335,000	\$ -	\$ 67,000	\$ 335,000	Presently, there are narrow bike lanes on Parkview Ave that are nominally only 4 feet wide (5 feet is industry standard). Where ROW width allows and design permits, widening the bike lanes would increase non-motorized safety and use. Sidewalks currently exist in the area for pedestrians along with a shared use path leading past and up to Asylum Lake Preserve.	72.5
Crosstown Prkwy - Park to Kings Hwy	Crosstown Parkway	1.469 miles	Park St to Kings Hwy	Resurface	No	City of Kalamazoo	2025	This project will involve the milling, resurfacing, and any full depth repairs necessary on Crosstown Parkway. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings; bike and non-motorized facilities will be maintained and improved on where possible. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commuters and business as it connects many prominent areas of town to each other.	\$ 560,000	\$ 700,000	\$ -	\$ 140,000	\$ 700,000	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Sidewalk in this area is in need of repairs and multiple crossings need upgraded to ADA standards. Additionally, sidewalk gaps exist on one or both sides of the roadway and should be filled in. Non-motorized facilities exist from Park St. to E Vine St but do not continue from there. This project is planned to add non-motorized facilities where the roadway widths and traffic volumes allow.	71
City of Portage	Portage Road	4,800 feet	Forest Drive to East Centre Avenue	Resurface	No	City of Portage	2026	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, traffic calming, landscape improvements, permanent pavement markings and signage, and slope restoration.	\$ 850,000	\$ 1,200,000	\$ -	\$ 350,000	\$ 1,200,000	Sidewalk exists along this section of Portage Road on both sides of the roadway. This project meets the City of Portage's Natural Place to Move initiative.	71

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
Stadium Drive - Lovell to Michigan	Stadium Drive	0.444 mi (2344ft)	Lovell to Michigan	Other	Yes	City of Kalamazoo	2026	This project will involve the milling, resurfacing, and areas of full depth repairs or configuration changes on Stadium Drive/Michigan Ave. In addition to this road maintenance activity the project will also involve an enhanced street with different street layout, enhanced pedestrian facilities, and intersections. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide a smooth transition to the converted one-way streets in the CBD area (Kalamazoo and Michigan). In addition, this segment of street will provide a connection and transition to an upgraded Stadium Avenue extending to the west and serving not only Western Michigan University, but as a primary access to US-131.	\$ 577,797	\$ 722,246	\$ -	\$ 144,449	\$ 722,246	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to improve the non-motorized connections going to Kalamazoo and Michigan Ave from Stadium Drive to enable downtown non-motorized traffic and safe and better use of the street for non-motorized users.	70.5
ML Avenue E	ML Avenue E	1.02 miles	26th Street to 28th Street	Reconstruct	No	Road Commission of Kalamazoo County	2025	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 748,800	\$ 1,120,000	\$ -	\$ 187,200	\$ 936,000	The existing roadway currently has 2.5-foot paved shoulder, and full shoulder will be widened to 6-feet. The RCKC currently has no non-motorized facility application for this stretch of road.	69
Howard St - Oakland to Crosstown	Howard Street	0.646 miles	Oakland to Crosstown	Resurface	No	City of Kalamazoo	2025	This project will involve the milling, resurfacing, and any full depth repairs necessary on Howard Street. In addition to this road maintenance activity the project will also involve an enhanced pedestrian crossing and island to cooperate with school activity and allow for safe pedestrian crossing across Howard. Bike and non-motorized facility improvements are also a part of this project. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland Drive, Stadium Drive, WMU, several neighborhoods, and many two schools in the immediate area.	\$ 240,000	\$ 300,000	\$ -	\$ 60,000	\$ 300,000	It is planned during this project to enhance pedestrian facilities to enable better walking and safe school access for children. There are currently sidewalks only along the south side of the roadway and the sidewalk on the north side comes to an abrupt ending without a crossing. There are also no non-motorized facilities on this stretch of Howard; it is the last remaining gap in an otherwise complete circuit of non-motorized facilities. The road provides ample space for non-motorized facilities and this project would add those. A HAWK crossing and island is intended to be added on this street to facilitate safe north/south crossings. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.	69

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
Ransom Street - Walbridge to Westnedge	Ransom Street	0.682 (3612ft)	Westnedge to Walbridge	Resurface	No	City of Kalamazoo	2024	This project will involve the milling, resurfacing, and some full depth repairs of Ransom Street. In addition to this road maintenance activity the project will also involve brick pavement removal/rubblization, enhanced pedestrian facilities where practical, and bike and non-motorized facilities. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide a east/west road that is cohesive with the converted one-way streets in the CBD area (Kalamazoo and Michigan). In addition, this segment of street will provide a connection and transition to the upgraded roundabout to the east at Gull Rd and serves the business and industry along the north side of Kalamazoo Ave.	\$ 344,000	\$ 1,279,000	\$ -	\$ 86,000	\$ 430,000	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. Additionally, the project is expected to enable safer and better use of the street for non-motorized users. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.	67.5
Drake Rd - Parkview to Stadium	Drake Road	0.677 miles (3575ft)	Parkview to Stadium	Resurface	No	City of Kalamazoo	2024	This project will involve the milling, resurfacing, and any full depth repairs necessary on Drake Road. In addition to this road maintenance activity the project will also extend the current sidewalk on the east side of the street to connect up with Stadium Drive and the pathway along there. The purpose of this project is to provide an enhanced vehicle, non-motorized, and pedestrian access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to between Parkview Ave and Stadium Drive, a heavily used shopping, business, and commuter corridor.	\$ 310,400	\$ 426,800	\$ -	\$ 77,600	\$ 388,000	It is planned during this project to extend the existing sidewalk along Drake Road to connect to Stadium Drive to enable better walking and commercial access for pedestrians. Presently, the sidewalk only goes about half way up Drake from Parkview. There are currently very limited pedestrian options. Sidewalks need to be extended. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.	66.5
Squires Drive	Squires Drive	0.38 miles	Drake Road to Ravine Road	Reconstruct	Yes	Road Commission of Kalamazoo County	2025	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes. Add roundabout at intersection with Ravine Road.	\$ 864,800	\$ 1,290,000	\$ -	\$ 216,200	\$ 1,081,000	The existing roadway currently has 3-foot paved shoulder that would remain. There are currently non-motorized facilities on adjacent roadways (KRV & sidewalks/path on Drake). The RCKC currently has no non-motorized facility application for this stretch of road.	64.5
South St - Oakland to Pitcher	South Street	0.984 miles	Oakland to Pitcher	Resurface	Yes	City of Kalamazoo	2026	Mill and resurfacing of South Street is the primary work.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000		64.5

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Lovers Ln - Cork to Kilgore	Lovers Lane	1.1 miles (5808ft)	Cork to Kilgore	Resurface	No	City of Kalamazoo	2024	This project will involve the milling, resurfacing, and any full depth repairs necessary on Lovers Lane. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, sidewalk gap filling, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the non-motorized trails beginning at Milham Park, Portage neighborhoods, local schools, businesses, and religious establishments.	\$ 222,000	\$ 429,000	\$ -	\$ 68,000	\$ 390,000	Lovers Lane currently has many gaps in its sidewalk along the west side of the street, no marked crossings, and no bike facilities other than a paved shoulder. It is planned during this project to fill in the gaps of the existing sidewalk along west side of the roadway to give access for pedestrians and construct appropriate crossings to provide pedestrian east/west movement. It is also planned to configure the roadway, by lane narrowing and pavement widening, to allow for 5ft bike lane installation.	63
ML Avenue E	ML Avenue E	1.51 miles	28th Street to 31st Street	Reconstruct	Off	Road Commission of Kalamazoo County	2026	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 1,168,000	\$ 1,750,000	\$ -	\$ 292,000	\$ 1,460,000	The existing roadway currently has 2.5-foot paved shoulder, and full shoulder will be widened to 6-feet. The RCKC currently has no non-motorized facility application for this stretch of road.	61
Crosstown - Westnedge to Bronson	Crosstown Parkway	0.496 miles (2619ft)	Bronson to Westnedge	Resurface	No	City of Kalamazoo	2024	This project will involve the milling, resurfacing, and any full depth repairs necessary on Crosstown Parkway. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings and bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide crosstown access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to Bronson Blvd to the south, Westnedge Ave and Park St to the North, Howard St. to the east and west, and is a thoroughfare for many users getting to and from shopping and business.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. There are currently pedestrian and bike facilities. However, the pedestrian crossings need paint and symbology and the bike facilities need connection to the Bronson Blvd newly planned bike facilities (not presently existing). The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation. Bronson Blvd is a lovely area to drive, bike, and walk through, and this project would help facilitate the start of that section.	60.5
City of Portage	South Westnedge Avenue	2,750 feet	Melody Avenue to East Centre Avenue	Resurface	No	City of Portage	2024	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, traffic signal upgrades at East Centre Avenue and pedestrian crossing, resurface 10' non-motorized trail, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration.	\$ 800,000	\$ 1,100,000	\$ -	\$ 300,000	\$ 1,100,000	There is sidewalk on the east side of South Westnedge Avenue and a non-motorized paved trail on the west side between Melody Avenue and East Centre Avenue. The non-motorized trail will be resurfaced as part of this project. This project meets the City of Portage's Natural Place to Move initiative.	60

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
E Vine St - Walter to Hatfield	E Vine Street	1.043 miles	Walter to Hatfield	Resurface	No	City of Kalamazoo	2025	This project will involve the milling, resurfacing, and full depth repairs necessary on Vine Street. There is a section of brick pavement, and this area would be looked at for rubblization or removal and new HMA pavement placement. In addition to this road maintenance activity the project will also involve considering the feasibility of non-motorized facilities in line with the Complete Streets policy and best practices. Improved pedestrian crossings and ADA compliant ramps are also planned as a part of this effort. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commercial businesses, some residents, and some commuters.	\$ 360,000	\$ 450,000	\$ -	\$ 90,000	\$ 450,000	Non-motorized facilities exist to the West of Walter St and continue just past it and stop at the railroad crossing. Sidewalk is on both sides of the street until Clarence St. This effort would consider the feasibility of further non-motorized facilities along Vine St. in compliance with complete streets policy and best practices. ADA sidewalk ramp additions and repairs will be made where needed.	59.5
City of Portage	West Centre Avenue	2,650 feet	Angling Road to Moorsbridge Road	Traffic Operations	Yes	City of Portage	2024	Traffic signal replacement at Angling Road intersection and timing improvements with South 12th Street traffic signal to improve congestion during peak hours. Installation of traffic signal at Marsh Point entrance in the Woodbridge Hills Planned Development to accommodate increasing traffic volumes.	\$ 505,299	\$ 850,000	\$ -	\$ 344,701	\$ 850,000	Sidewalk exists on north side and 800' east of Angling Road on the south side of West Centre Avenue.	58
City of Portage	Moorsbridge Road	8,435 feet	West Centre Avenue to Romence Road	Resurface	No	City of Portage	2025	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration. Project also includes installation of pedestrian school crossing at Portage Middle School entrance.	\$ 875,000	\$ 1,175,000	\$ -	\$ 300,000	\$ 1,175,000	An existing non-motorized trail exists along Moorsbridge Road. A pedestrian crossing/sidewalk will be installed for the safer crossing of Moorsbridge Road in front of the schools. This project meets the City of Portage's Natural Place to Move initiative.	57.5
Rambling Rd - Winchell to Stadium	Rambling Road	0.39 miles	Winchell to Stadium	Resurface	No	City of Kalamazoo	2025	This project will involve the milling, resurfacing, and any full depth repairs necessary on Rambling Rd. In addition to this road maintenance activity the project will also involve enhanced bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland/Winchell neighborhood and is listed on the non-motorized priority list for improvements as a popular bicycle route.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000	Rambling Road sidewalk is being installed in 2021 along the east side of the roadway to facilitate pedestrian north/south traffic between Winchell Ave and Stadium Dr. No planned pedestrian improvements are a part of this project. Non-motorized facilities will be in the design of this roadway and traffic-calming measures will be applied to allow for safe non-motorized use of Rambling Rd. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation.	54

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
Winchell Ave - Rambling to Oakland	Winchell Ave	0.758 miles (4002ft)	Rambling to Oakland	Resurface	No	City of Kalamazoo	2024	This project will involve the milling, resurfacing, and any full depth repairs necessary on Winchell Ave. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland/Winchell neighborhood and is listed on the non-motorized priority list for improvements as a popular bicycle route.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000	Winchell Ave currently only has sidewalk along the northside of the roadway and no marked non-motorized facilities. It is considered a "Bike Boulevard." Planned improvements include pedestrian crossings, non-motorized facilities, and increased signage for the bike facilities. This area is a lovely neighborhood and a popular spot for walking, jogging, and biking in the City.	53.5
Riverview Drive	Riverview Drive	2400 feet	200' north of Mosel to Park Drive	Resurface	No	City of Parchment	2024	0.454 miles of street improvements including HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Riverview Drive in the City of Parchment.	\$ 273,000	\$ 341,250	\$ -	\$ 68,250	\$ 341,250	Existing road is 4 lanes and sidewalk on both sides. Future consideration is a road diet that would allow bike lanes on both sides of the road. Signal modifications will be required along with re-striping at that time. Not proposed with this project.	51.5
Riverview Drive	Riverview Drive	1600 feet	Park Drive to Oak Grove	Resurface	Yes	City of Parchment	2024	0.30 miles of street improvements including HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Riverview Drive in the City of Parchment.	\$ 216,000	\$ 270,000	\$ -	\$ 54,000	\$ 270,000	Existing road is 4 lanes and sidewalk on both sides. Future consideration is a road diet that would allow bike lanes on both sides of the road. Signal modifications will be required along with re-striping at that time. Not proposed with this project.	51.5
City of Portage	Romence Road	0.705 miles	Constitution Boulevard to South Westnedge Avenue	Resurface	No	City of Portage	2025	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, culvert improvements, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, landscaping improvements and slope restoration.	\$ 750,000	\$ 1,050,000	\$ -	\$ 300,000	\$ 1,050,000	Bike lanes exist from Constitution Boulevard to Sears Drive and sidewalk exists on the south side, with a wider width from Sears Drive to South Westnedge Avenue with sidewalk on the north side from 712 Romence Road west to South Westnedge Avenue. This project meets the City of Portage's Natural Place to Move initiative.	51
35th Street	35th Street	0	Shadowlane Avenue / Battle Creek Street	Traffic Operations	Yes	Road Commission of Kalamazoo County	2024	Replacement of traffic signal, signal timing improvements, ADA ramps.	\$ 200,000	\$ 300,000	\$ -	\$ 50,000	\$ 250,000	This project would improve any sidewalk ramps at the intersection to ADA standards per the township non-motorized plan.	46
CR 665	CR 665	1.00 miles	64th Ave to 60th Ave	Reconstruct	No	Van Buren County Road Commission	2025	Trench and widen, HMA crush and shape, HMA paving, curb and gutter, pavement marking and restoration.	\$ 828,400	\$ 1,035,500	\$ -	\$ 207,100			41
Inkster Ave - Westnedge to Burdick	Inkster Ave	0.439 miles	Westnedge to Burdick	Resurface	No	City of Kalamazoo	2026	This project will involve the milling and resurfacing and full depth repairs and brick paver removal as needed along Inkster Ave. The purpose of this project is to provide continued vehicle access for users that is cohesive with the present road network. This section of roadway provides an important connection for residents, and commuters and emergency personnel.	\$ 160,000	\$ 200,000	\$ -	\$ 40,000	\$ 200,000	Presently, there are no non-motorized facilities in the roadway of the street. Sidewalks do exist along both sides of the street to facilitate pedestrian usage of the route. No planned updates or additions at this time besides adding ADA ramps and crossings where appropriate.	40

Project Location	Major Route (road name)	Total Length	Limits	Primary Work Type	CMAQ Funding	Agency	Year	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	Describe existing and future non-motorized	TOTAL SCORE
Bronson - Crosstown to Kilgore	Bronson Blvd	2.06 miles (10879ft)	Crosstown to Kilgore	Resurface	No	City of Kalamazoo	2024	This project will involve the milling, resurfacing, and any full depth repairs necessary on Bronson Blvd. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, sidewalk, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Westnedge Hill neighborhood, Crosstown Parkway, and numerous business and residences in the area.	\$ 720,000	\$ 990,000	\$ -	\$ 180,000	\$ 900,000	It is planned during this project to enhance pedestrian facilities to enable better walking and commercial access for pedestrians. There are currently very limited pedestrian and bike facilities. Sidewalks need to be extended and widened along Bronson Blvd with marked crossings and symbology. There presently are no bike facilities provided for in the roadway. The road provides ample space for non-motorized facilities and this project would add those. The intent is again, to return the street and the neighborhood to the people and the community they live in and restore the divide caused by years of high-speed and car-centric operation. Bronson Blvd is a lovely area to drive, bike, and walk through, and this project would help facilitate all users being able to enjoy this scenic part of the city.	39.5
CR 671	CR 671	0.71 miles	I-94 to Red Arrow Hwy	Resurface	No	Van Buren County Road Commission	2024	Cold milling, HMA resurfacing, guardrail, concrete curb and gutter, and pavement markings.	\$ 264,160	\$ 330,200	\$ -	\$ 66,040			38
North Webster Street (Michigan to Monroe)	N. Webster Street	1654 feet	Michigan Avenue to Monroe Street	Reconstruct	No	Village of Augusta	2026	0.313 miles of street improvements including 6" HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Webster Street in the Village of Augusta.	\$ 288,000	\$ 360,000	\$ -	\$ 72,000	\$ 360,000	The road has sidewalk on both sides of the road for the majority of the project limits. The project has no modifications to the non-motorized with the exception of ADA ramp improvements.	34.5
CR 652	CR 652	3.15 miles	72nd Ave to Robinson Rd (60th Ave)	Resurface	No	Van Buren County Road Commission	2026	Cold milling, HMA resurfacing and pavement markings	\$ 527,000	\$ 658,750	\$ -	\$ 131,750			33.5
CR 364	CR 364	0.99 miles	CR 657 to Western Ave	Reconstruct	No	Van Buren County Road Commission	2024	Trench and widen, HMA crush and shape, HMA paving, drainage, guardrail, pavement markings and restoration.	\$ 846,640	\$ 1,058,300	\$ -	\$ 211,660			30.5
North Webster Street (Monroe to N. Village Limits)	N. Webster Street	1390 feet	Monroe Street to North Village limits	Resurface	No	Village of Augusta	2026	0.313 miles of street improvements including 2" HMA mill and placement of HMA pavement, pavement markings, and restoration on Webster Street in the Village of Augusta.	\$ 70,400	\$ 88,000	\$ -	\$ 17,600	\$ 88,000	Existing road does not have sidewalks and none are proposed.	29.5
Countywide Urban Chip Seal	Various	0	Various	Other	No	Road Commission of Kalamazoo County	2026	Primary road chip seal at various locations throughout Kalamazoo County via force account.	\$ 80,000	\$ 120,000	\$ -	\$ 20,000	\$ 100,000	Capital preventive maintenance project where the roadwork is not substantial enough to recognize costs savings by including the non-motorized element.	21
Countywide Urban Overhead Flashers	Various	0	Up to 20 Intersections throughout Kalamazoo County	Traffic Operations	No	Road Commission of Kalamazoo County	2026	Replacement of Traffic Signal Flashers at up to 20 intersections throughout Kalamazoo County	\$ 80,000	\$ 150,000	\$ -	\$ 20,000	\$ 100,000	No Impacts to existing or proposed facilities as all work is above ground.	14

FY 2023-2026 Transportation Improvement Program

Transportation Alternatives Program Projects

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
City of Kalamazoo	Drake Rd	Stadium to KL(W. Michigan Ave)	2024	0.582 miles	Roadside Facility	This project consists of the construction of a shared use pathway intended to provide a safe and convenient facility for non-motorized users to access KL (W. Michigan Ave) and Stadium Drive facilities and create a functional and important connection for the City.	\$ -	\$ 440,000	\$ -		\$ 400,000	No	It is planned to construct a shared used path for pedestrians and non-motorized users. This will connect the KL and Stadium facilities together and allow non-motorized users to access the commercial, residential, and recreational facilities off of Drake, KL, W. Michigan, and Stadium.
Road Commission of Kalamazoo County	9th Street	Meridian Ave to Quail Run	2025	0.92 miles	Other	6-foot-wide concrete sidewalk on the West side of 9th Street from Meridian Ave to Quail Run. Work includes earth excavation, machine grading, subbase, concrete sidewalk, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. This project would be in conjunction with Kalamazoo Public Schools and a Safe Routes	\$ -	\$ 900,000	\$ 250,000	\$ 500,000	\$ 750,000	No	Proposed future sidewalk on east side within same limits. Prairie Ridge Elementary School within limits, anticipated SRTS project with KPS.
Road Commission of Kalamazoo County	9th Street	Quail Run to W. Main Street	2026	1.4 miles	Other	6-foot-wide concrete sidewalk on the West side of 9th Street from Quail Run to W Main St. Work includes earth excavation, machine grading, subbase, concrete sidewalk, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. This project would be in conjunction with Kalamazoo Public Schools and a Safe Routes to Schools	\$ -	\$ 900,000	\$ 250,000	\$ 500,000	\$ 750,000	No	Proposed future sidewalk on east side within same limits. Prairie Ridge Elementary School within limits, anticipated SRTS project with KPS. Completion of non-motorized facilities along 9th Street.
Road Commission of Kalamazoo County / Oshtemo Township	Stadium Drive	8th Street to 9th Street	2024	0.25 miles	Other	6-foot-wide concrete sidewalk on south side of Stadium Drive from 8th Street to 9th Street. Work includes earth excavation, machine grading, embankment, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. Disabilities Act standards.	\$ -	\$ 350,000	\$ 200,000	\$ 100,000	\$ 300,000	No	
City of Portage	Austin Lake Trail	Schoolcraft/Portage Municipal Line to Zylman Road	2023	3.4 miles	New Route/Structure	Development of a three mile 10-foot-wide paved multi-use trail to connect to the Village of Vicksburg through Schoolcraft Township. The trail will follow the original Grand Rapids and Indiana railroad right-of-way, along the east side of Austin Lake from Zylman Road to the city limits.	\$ 1,000,000	\$ 2,800,000	\$ 1,000,000	\$ 800,000	\$ 2,800,000	No	This trail will link the municipalities of Schoolcraft Township, Village of Vicksburg and the Portage Lake District area along Portage Road with the South Westnedge area businesses via Garden Lane, as well as Pfizer and Stryker the two largest employers in the City of Portage. This trail provides connectivity to the municipalities without using Sprinkle Road, which is one of the county's busiest and growing roads. The trail will utilize the existing railroad bed, except in one area which will go around a wetland area. Wetlands delineation has already been completed and a path identified that will not impact the wetland area. This trail will provide a safer off-road facility to bypass Sprinkle Road for cyclists in the three

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
City of Portage	Bishop Road	Sprinkle Road to Pavilion Township Limit	2023	0.5 miles	New Route/Structure	Development of a half mile 10-foot wide paved multi-use trail to connect the Romence Road trail to the east side of Portage along Bishop Road to the Pavilion Township border. This trail will also intersect with the Sprinkle Road Bypass Trail North and Sprinkle Road Bypass Trail south to offer a safe non-motorized transportation route between the east and west side of the City of Portage and connectivity with Pavilion Township. The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists by circumventing Sprinkle Road and connecting with the the Romence Road Trail to the Celery Flats non-motorized transportation hub, Ramona Park/beach and the overall Portage Trail Network. It will also provide a trail connection to link with the new Portage Road Trail and the new Zylman Ave. Trail to the future Austin Lake Trail. The trail will impact a small wetland area off Bishop Road, however a wetland delineation will be completed to identify a path to go around where feasible and usage of a boardwalk system to allow continuous flow of water	\$ -	\$ 500,000	\$ 250,000	\$ 250,000	\$ 500,000	No	This trail will link the municipalities of Pavilion Township and the City of Portage into the Portage Trail System and access to businesses, such as Pfizer and Stryker, and shopping corridors of South Westnedge Ave. and the Portage Lake District.
City of Portage	East Central Trailway	Between Portage and Lovers Lane (north of Centre Avenue)	2023	1 mile	New Route/Structure	The trail will connect the Garden Lane Trail to the Portage Road Trailway providing a safe route for bicyclists and pedestrians to circumvent East Centre Ave. This improvement was identified in the 2014 Comprehensive Plan and Lake Center subarea plan. Project will link trails and add to the overall non-motorized trail system. It will enhance access to business and restaurants along the Portage Road corridor in the Lake Center District. The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists through the Portage Road/Centre Ave area, which have seen a cyclist crash fatality and injuries in these two areas of Portage. It will also provide a trail connection to link the new Portage Road Trail with the new Zylman Ave. Trail (via Cox's and Centre Ave) to the Celery Flats non-motorized transportation hub for the City.	\$ -	\$ 700,000	\$ 350,000	\$ 350,000	\$ 700,000	No	The trail will provide travel through high density populations and two of the largest employers in Portage, Pfizer and Stryker. This trail will also provide connections for residents in the southern and eastern part (which includes a lower income area) of the City to the center municipal and shopping area which also includes the two high schools, middle schools, and elementary schools.

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
City of Portage	Northwest Trail Connection	Portage Michigan connect the Northwest Trail at McGillicuddy Lane across US-131 to 12th Street	2023	0.5 miles	New Route/Structure	Development of an overpass bridge crossing US-131 and connection of existing trail in Texas Township at 12th Street to the Northwest Bike Trail at McGillicuddy Lane. This project will provide non-motorized access for residents east of US-131 to 12th Street Elementary School and the West Portage Little League ballfields. It would also provide regional connectivity with Texas Township. The bridge connection would provide links between high density populations of the City of Portage and Texas Township bypassing the high traffic Milham Road. This trail will link the municipalities of Texas Township and the City of Portage into the Portage Trail System and access to businesses and high dense residential populations as well the shopping corridors of South Westledge Ave.	\$ 1,500,000	\$ 3,000,000	\$ 1,000,000	\$ 500,000	\$ 3,000,000	No	The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists by circumventing Milham Road and connecting with the Portage Northwest Trailway and overall Portage Trail Network. It will also provide a trail connection to link with other communities including Pavilion Township to the east and Schoolcraft Township and the Village of Vicksburg in the south.
City of Portage	Romence Road Trail Extension	Portage Michigan along Romence Road between Pfizer on the north side and Sprinkle Road	2023	0.5 miles	New Route/Structure	Development of a half mile 10-foot wide paved multi-use trail to connect the existing Romence Road trail to Sprinkle Road. This trail will connect with the Bishop Road Trail providing linkage to the Portage Trail Network for the residents and businesses on the east side of Sprinkle Road and Pavilion Township. The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists by circumventing Sprinkle Road and connecting with the Celery Flats transportation hub to the west, and Bishop Road Trail, Ramona Park/beach, business park and neighborhoods to the east. It will also provide a trail connection to link with the new Portage Road Trail and the new Zylman Ave. Trail to the future Austin Lake Trail. This trail will also link the municipalities of Pavilion Township and the City of Portage into the Portage Trail System and access to businesses, such as Pfizer and Stryker, and shopping corridors of South Westledge Ave. and the Portage Lake District.	\$ -	\$ 400,000	\$ 200,000	\$ 200,000	\$ 400,000	No	The trail will provide travel through high density populations and two of the largest employers in Portage, Pfizer and Stryker, as well as an industrial park on Sprinkle Road. This trail will also provide connection between the east and west side of the City of Portage with connection to the planned Bishop Road Trail and Sprinkle Road Bypass Trail North and South which will link with Lexington Green Park, Ramona Park/beach and the Austin Lake Trail to Vicksburg and the Schoolcraft Township.
City of Portage	Sprinkle Road Bypass Trail North	Portage Michigan between Lexington Green Park to Bishop Road	2023	1.2 miles	New Route/Structure	The trail will provide travel through high density populations and two of the largest employers in Portage, Pfizer and Stryker, as well as an industrial park on Sprinkle Road. This trail will also provide connection between the east and west side of the City of Portage bypassing the Sprinkle Road corridor, and future Sprinkle Road Bypass Trail South with connection to Ramona Park and the Austin Lake Trail through multiple neighborhoods. The trail will impact a wetland area off Bishop Road, however a wetland delineation will be completed to identify a path to go around where feasible and usage of a boardwalk system to allow continuous flow of water and animal species in the area.	\$ -	\$ 2,200,000	\$ 1,100,000	\$ 1,100,000	\$ 2,200,000	No	This trail will link the municipalities of Pavilion Township and the City of Portage into the Portage Trail System, and provide a safer passage to other portions of the city bypassing the busy Sprinkle Road corridor.

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost	CMAQ Funding	Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational
City of Portage	Sprinkle Road Bypass Trail South	Portage Michigan between Bishop Road and Ramona Park along the Pavilion Township border	2023	1.8 miles	New Route/Structure	The trail will provide travel through high density populations and two of the largest employers in Portage, Pfizer and Stryker, as well as an industrial park on Sprinkle Road. This trail will also provide connection between the east and west side of the City of Portage bypassing the Sprinkle Road corridor, and future Sprinkle Road Bypass Trail North with connection to Lexington Green Park through multiple neighborhoods. The trail will impact a wetland area off Zylman Avenue, however a wetland delineation will be completed to identify a path to go around where feasible and usage of a boardwalk system to allow continuous flow of water and animal species in the area.	\$ -	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000	No	This trail will link the municipalities of Pavilion Township and the City of Portage into the Portage Trail System, and provide a safer passage to other portions of the city bypassing the busy Sprinkle Road corridor.

FY 2023-2026 Transportation Improvement Program Transit Flex Projects

Agency	Project Location	Limits	Year	Length	Work Type	Project Description	Fed Budget Amount	State Budget Amount	Local Budget Amount	Total Budget Amount
Central County Transportation Authority	Kalamazoo County	Metro Transit			SP1104-40 foot and greater replacement, any size with or without	STP Urban	\$ 440,000	\$ 110,000	\$ -	\$ 550,000
Central County Transportation Authority	Kalamazoo County	Metro Transit			Up to 4 Medium Duty Vehicles for Metro Connect	STU Urban	\$ 352,000	\$ 88,000	\$ -	\$ 440,000
Central County Transportation Authority	Kalamazoo County	Metro Transit			SP1105-van replacement, any size with or without lift (up to 8)	STP Urban	\$ 384,000	\$ 96,000	\$ -	\$ 480,000

Appendix G: Illustrative Project List

Road Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
1	City of Kalamazoo	Douglas Ave	Kalamazoo to Kaaf	1.148 miles	This project will involve the milling and resurfacing of Douglas Ave. The purpose of this project is to provide continued vehicle and non-motorized access for users that is cohesive with the present road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. It is also a connection route to the KVRT for non-motorized users and provides access Versluis Park	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000
2	Road Commission of Kalamazoo County	ML Avenue E	Sprinkle Road to 26th Street	1.00 miles	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, ADA ramp upgrades and minor traffic signal work to improve operations. Pulverize and reconstruct east of River Street.	\$ 936,000	\$ 1,400,000	\$ -	\$ 234,000	\$ 1,170,000
3	City of Portage	Romence Road Parkway	Westnedge Ave to Lovers Lane	4,000 feet	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, resurfacing of 10' non-motorized trail, permanent pavement markings and signage, and slope restoration.	\$ 600,000	\$ 925,000	\$ -	\$ 325,000	\$ 925,000
4	City of Portage	West Centre Avenue	Oakland Drive to Shaver Road	1.14 miles	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, concrete sidewalk extension, permanent pavement markings and signage, and slope restoration.	\$ 1,700,000	\$ 2,400,000	\$ -	\$ 700,000	\$ 2,400,000
5	Road Commission of Kalamazoo County	Ravine Road	Drake Road to 12th Street	1.09 miles	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 806,400	\$ 1,200,000	\$ -	\$ 201,600	\$ 1,008,000
6	City of Kalamazoo	Lovell Street	Eldred to Portage	1.305 miles	<p>This proposed project is part of the effort to convert one-way streets in the City of Kalamazoo to two-way streets. While the two-way conversion focuses on the Michigan and Kalamazoo corridors extending through downtown (CBD) Kalamazoo, the entire one-way program also includes several other companion projects on West Michigan Avenue, Stadium Drive, Lovell, South, and Michikal. Together, all of these projects will provide an updated driving experience for travelers of all modes, and for all trip purposes.</p> <p>This project will involve the milling and resurfacing of Lovell St and a modification of the street layout itself that will result in the conversion from a one-way to a two-way street that will include enhanced pedestrian facilities, bicycle facilities, accommodations for buses and intersection improvements including revised vehicle and pedestrian signals, and upgraded interconnects that will facilitate improved signal timing.</p> <p>Specifically, the final upgraded street will include one-through-lane in each direction along with center left-turn lanes, median islands, wider sidewalks with intersection bulb-outs, bike lanes and bus pull-outs, as well as appropriate landscaping that will provide a sustainable and resilient background for the CBD area.</p>	\$ 640,000	\$ 800,000	\$ -	\$ 160,000	\$ 800,000
7	Road Commission of Kalamazoo County	Comstock Avenue	Sprinkle Road to River Street	0.85 miles	Two course cold milling and HMA overlay, shoulder improvements, curb, drainage improvements, addition of center turn-lane, ADA ramp upgrades and minor traffic signal work to improve operations.	\$ 1,109,600	\$ 1,660,000	\$ -	\$ 277,400	\$ 1,387,000
8	City of Kalamazoo	Mills Street	Kings Hwy to E. Michigan	0.514 miles	This project will involve the milling and resurfacing of Mills Street. The purpose of this project is to provide continued vehicle and non-motorized access for users that is cohesive with the present road network. This section of roadway provides an important connection for commercial businesses, residents, and commuters. It is also a connection route to the KVRT for non-motorized users and provides access to numerous public parks and amenities adjacent to the Kalamazoo River.	\$ 160,000	\$ 200,000	\$ -	\$ 40,000	\$ 200,000
9	City of Kalamazoo	Crosstown Parkway	Park St to Kings Hwy	1.469 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Crosstown Parkway. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings; bike and non-motorized facilities will be maintained and improved on where possible. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commuters and business as it connections many prominent areas of town to each other.	\$ 560,000	\$ 700,000	\$ -	\$ 140,000	\$ 700,000
10	City of Portage	Portage Road	Forest Drive to East Centre Avenue	4,800 feet	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, traffic calming, landscape improvements, permanent pavement markings and signage, and slope restoration.	\$ 850,000	\$ 1,200,000	\$ -	\$ 350,000	\$ 1,200,000

Illustrative Project List

Road Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
11	City of Kalamazoo	Stadium Drive	Lovell to Michigan	0.444 miles	This project will involve the milling, resurfacing, and areas of full depth repairs or configuration changes on Stadium Drive/Michigan Ave. In addition to this road maintenance activity the project will also involve an enhanced street with different street layout, enhanced pedestrian facilities, and intersections. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide a smooth transition to the converted one-way streets in the CBD area (Kalamazoo and Michigan). In addition, this segment of street will provide a connection and transition to an upgraded Stadium Avenue extending to the west and serving not only Western Michigan University, but as a primary access to US-131.	\$ 577,797	\$ 722,246	\$ -	\$ 144,449	\$ 722,246
12	Road Commission of Kalamazoo County	ML Avenue E	26th Street to 28th Street	1.02 miles	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 748,800	\$ 1,120,000	\$ -	\$ 187,200	\$ 936,000
13	City of Kalamazoo	Howard Street	Oakland to Crosstown	0.646 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Howard Street. In addition to this road maintenance activity the project will also involve an enhanced pedestrian crossing and island to cooperate with school activity and allow for safe pedestrian crossing across Howard. Bike and non-motorized facility improvements are also a part of this project. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland Drive, Stadium Drive, WMU, several neighborhoods, and many two schools in the immediate area.	\$ 240,000	\$ 300,000	\$ -	\$ 60,000	\$ 300,000
14	City of Kalamazoo	Ransom Street	Westnedge to Walbridge	0.682 miles	This project will involve the milling, resurfacing, and some full depth repairs of Ransom Street. In addition to this road maintenance activity the project will also involve brick pavement removal/rubblization, enhanced pedestrian facilities where practical, and bike and non-motorized facilities. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide a east/west road that is cohesive with the converted one-way streets in the CBD area (Kalamazoo and Michigan). In addition, this segment of street will provide a connection and transition to the upgraded roundabout to the east at Gull Rd and serves the business and industry along the north side of Kalamazoo Ave.	\$ 344,000	\$ 1,279,000	\$ -	\$ 86,000	\$ 430,000
15	City of Kalamazoo	Drake Road	Parkview to Stadium	0.677 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Drake Road. In addition to this road maintenance activity the project will also extend the current sidewalk on the east side of the street to connect up with Stadium Drive and the pathway along there. The purpose of this project is to provide an enhanced vehicle, non-motorized, and pedestrian access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to between Parkview Ave and Stadium Drive, a heavily used shopping, business, and commuter corridor.	\$ 310,400	\$ 426,800	\$ -	\$ 77,600	\$ 388,000
16	Road Commission of Kalamazoo County	Squires Drive	Drake Road to Ravine Road	0.38 miles	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes. Add roundabout at intersection with Ravine Road.	\$ 864,800	\$ 1,290,000	\$ -	\$ 216,200	\$ 1,081,000
17	City of Kalamazoo	South Street	Oakland to Pitcher	0.984 miles	Mill and resurfacing of South Street is the primary work.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000
18	City of Kalamazoo	Lovers Lane	Cork to Kilgore	1.1 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Lovers Lane. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, sidewalk gap filling, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the non-motorized trails beginning at Milham Park, Portage neighborhoods, local schools, businesses, and religious establishments.	\$ 222,000	\$ 429,000	\$ -	\$ 68,000	\$ 390,000
19	Road Commission of Kalamazoo County	ML Avenue E	28th Street to 31st Street	1.51 miles	Pulverize and reconstruct roadway, improve shoulders, drainage and turn-lanes.	\$ 1,168,000	\$ 1,750,000	\$ -	\$ 292,000	\$ 1,460,000
20	City of Kalamazoo	Crosstown Parkway	Bronson to Westnedge	0.496 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Crosstown Parkway. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings and bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide crosstown access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to Bronson Blvd to the south, Westnedge Ave and Park St to the North, Howard St. to the east and west, and is a thoroughfare for many users getting to and from shopping and business.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000

Illustrative Project List

Road Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
21	City of Portage	South Westnedge Avenue	Melody Avenue to East Centre Avenue	2,750 feet	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, traffic signal upgrades at East Centre Avenue and pedestrian crossing, resurface 10' non-motorized trail, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration.	\$ 800,000	\$ 1,100,000	\$ -	\$ 300,000	\$ 1,100,000
22	City of Kalamazoo	E Vine Street	Walter to Hatfield	1.043 miles	This project will involve the milling, resurfacing, and full depth repairs necessary on Vine Street. There is a section of brick pavement, and this area would be looked at for rubblization or removal and new HMA pavement placement. In addition to this road maintenance activity the project will also involve considering the feasibility of non-motorized facilities in line with the Complete Streets policy and best practices. Improved pedestrian crossings and ADA compliant ramps are also planned as a part of this effort. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection for commercial businesses, some residents, and some commuters.	\$ 360,000	\$ 450,000	\$ -	\$ 90,000	\$ 450,000
23	City of Portage	Moorsbridge Road	West Centre Avenue to Romence Road	8,435 feet	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, and slope restoration. Project also includes installation of pedestrian school crossing at Portage Middle School entrance.	\$ 875,000	\$ 1,175,000	\$ -	\$ 300,000	\$ 1,175,000
24	City of Kalamazoo	Rambling Road	Winchell to Stadium	0.39 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Rambling Rd. In addition to this road maintenance activity the project will also involve enhanced bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland/Winchell neighborhood and is listed on the non-motorized priority list for improvements as a popular bicycle route.	\$ 400,000	\$ 500,000	\$ -	\$ 100,000	\$ 500,000
25	City of Kalamazoo	Winchell Ave	Rambling to Oakland	0.758 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Winchell Ave. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and non-motorized experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Oakland/Winchell neighborhood and is listed on the non-motorized priority list for improvements as a popular bicycle route.	\$ 320,000	\$ 400,000	\$ -	\$ 80,000	\$ 400,000
26	City of Parchment	Riverview Drive	200' north of Mosel to Park Drive	2400 feet	0.454 miles of street improvements including HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Riverview Drive in the City of Parchment.	\$ 273,000	\$ 341,250	\$ -	\$ 68,250	\$ 341,250
27	City of Parchment	Riverview Drive	Park Drive to Oak Grove	1600 feet	0.30 miles of street improvements including HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Riverview Drive in the City of Parchment.	\$ 216,000	\$ 270,000	\$ -	\$ 54,000	\$ 270,000
28	City of Portage	Romence Road	Constitution Boulevard to South Westnedge Avenue	0.705 miles	Roadway rehabilitation consisting of HMA cold milling, HMA surfacing, culvert improvements, concrete sidewalk and ramps, miscellaneous concrete curb and gutter, permanent pavement markings and signage, landscaping improvements and slope restoration.	\$ 750,000	\$ 1,050,000	\$ -	\$ 300,000	\$ 1,050,000
29	Road Commission of Kalamazoo County	35th Street	Shadowlane Avenue / Battle Creek Street	0 miles	Replacement of traffic signal, signal timing improvements, ADA ramps.	\$ 200,000	\$ 300,000	\$ -	\$ 50,000	\$ 250,000
30	Van Buren County Road Commission	CR 665	64th Ave to 60th Ave	1.00 miles	Trench and widen, HMA crush and shape, HMA paving, curb and gutter, pavement marking and restoration.	\$ 828,400	\$ 1,035,500	\$ -	\$ 207,100	\$ 1,035,500
31	City of Kalamazoo	Inkster Ave	Westnedge to Burdick	0.439 miles	This project will involve the milling and resurfacing and full depth repairs and brick paver removal as needed along Inkster Ave. The purpose of this project is to provide continued vehicle access for users that is cohesive with the present road network. This section of roadway provides an important connection for residents, and commuters and emergency personnel.	\$ 160,000	\$ 200,000	\$ -	\$ 40,000	\$ 200,000

Illustrative Project List

Road Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
32	City of Kalamazoo	Bronson Blvd	Crosstown to Kilgore	2.06 miles	This project will involve the milling, resurfacing, and any full depth repairs necessary on Bronson Blvd. In addition to this road maintenance activity the project will also involve enhanced pedestrian crossings, sidewalk, bike and non-motorized facility improvements. The purpose of this project is to provide an enhanced vehicle and pedestrian experience and provide access for all users that is cohesive with the present and planned road network. This section of roadway provides an important connection to the Westnedge Hill neighborhood, Crosstown Parkway, and numerous business and residences in the area.	\$ 720,000	\$ 990,000	\$ -	\$ 180,000	\$ 900,000
33	Van Buren County Road Commission	CR 671	I-94 to Red Arrow Hwy	0.71 miles	Cold milling, HMA resurfacing, guardrail, concrete curb and gutter, and pavement markings.	\$ 264,160	\$ 330,200	\$ -	\$ 66,040	
34	Village of Augusta	N. Webster Street	Michigan Avenue to Monroe Street	1654 feet	0.313 miles of street improvements including 6" HMA mill and placement of HMA pavement, structure adjustments, pavement markings, ADA sidewalk ramps and restoration on Webster Street in the Village of Augusta.	\$ 288,000	\$ 360,000	\$ -	\$ 72,000	\$ 360,000
35	Van Buren County Road Commission	CR 652	72nd Ave to Robinson Rd (60th Ave)	3.15 miles	Cold milling, HMA resurfacing and pavement markings	\$ 527,000	\$ 658,750	\$ -	\$ 131,750	
36	Van Buren County Road Commission	CR 364	CR 657 to Western Ave	0.99 miles	Trench and widen, HMA crush and shape, HMA paving, drainage, guardrail, pavement markings and restoration.	\$ 846,640	\$ 1,058,300	\$ -	\$ 211,660	
37	Village of Augusta	N. Webster Street	Monroe Street to North Village limits	1390 feet	0.313 miles of street improvements including 2" HMA mill and placement of HMA pavement, pavement markings, and restoration on Webster Street in the Village of Augusta.	\$ 70,400	\$ 88,000	\$ -	\$ 17,600	\$ 88,000
38	Road Commission of Kalamazoo County	Various	Various	0 miles	Primary road chip seal at various locations throughout Kalamazoo County via force account.	\$ 80,000	\$ 120,000	\$ -	\$ 20,000	\$ 100,000
39	Road Commission of Kalamazoo County	Various	Up to 20 Intersections throughout Kalamazoo County	0 miles	Replacement of Traffic Signal Flashers at up to 20 intersections throughout Kalamazoo County	\$ 80,000	\$ 150,000	\$ -	\$ 20,000	\$ 100,000

Illustrative Project List

TAP Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
	City of Kalamazoo	Drake Rd	Stadium to KL(W. Michigan Ave)	0.582 miles	This project consists of the construction of a shared use pathway intended to provide a safe and convenient facility for non-motorized users to access KL (W. Michigan Ave) and Stadium Drive facilities and create a functional and important connection for the City.	\$ -	\$ 440,000	\$ -		\$ 400,000
	Road Commission of Kalamazoo County	9th Street	Meridian Ave to Quail Run	0.92 miles	6-foot-wide concrete sidewalk on the West side of 9th Street from Meridian Ave to Quail Run. Work includes earth excavation, machine grading, subbase, concrete sidewalk, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. This project would be in conjunction with Kalamazoo Public Schools and a Safe Routes to Schools Grant.	\$ -	\$ 900,000	\$ 250,000	\$ 500,000	\$ 750,000
	Road Commission of Kalamazoo County	9th Street	Quail Run to W. Main Street	1.4 miles	6-foot-wide concrete sidewalk on the West side of 9th Street from Quail Run to W Main St. Work includes earth excavation, machine grading, subbase, concrete sidewalk, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. This project would be in conjunction with Kalamazoo Public Schools and a Safe Routes to Schools Grant.	\$ -	\$ 900,000	\$ 250,000	\$ 500,000	\$ 750,000
	Road Commission of Kalamazoo County / Oshtemo Township	Stadium Drive	8th Street to 9th Street	0.25 miles	6-foot-wide concrete sidewalk on south side of Stadium Drive from 8th Street to 9th Street. Work includes earth excavation, machine grading, embankment, driveway removal and replacement, fence relocation, landscaping, restoration and minor permanent signage. All work will be done in accordance with the American's with Disabilities Act standards. Disabilities Act standards.	\$ -	\$ 350,000	\$ 200,000	\$ 100,000	\$ 300,000
	City of Portage	Austin Lake Trail	Schoolcraft/Portage Municipal Line to Zylman Road	3.4 miles	Development of a three mile 10-foot-wide paved multi-use trail to connect to the Village of Vicksburg through Schoolcraft Township. The trail will follow the original Grand Rapids and Indiana railroad right-of-way, along the east side of Austin Lake from Zylman Road to the city limits.	\$ 1,000,000	\$ 2,800,000	\$ 1,000,000	\$ 800,000	\$ 2,800,000

Illustrative Project List

TAP Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
	City of Portage	Bishop Road	Sprinkle Road to Pavilion Township Limit	0.5 miles	Development of a half mile 10-foot wide paved multi-use trail to connect the Romence Road trail to the east side of Portage along Bishop Road to the Pavilion Township border. This trail will also intersect with the Sprinkle Road Bypass Trail North and Sprinkle Road Bypass Trail south to offer a safe non-motorized transportation route between the east and west side of the City of Portage and connectivity with Pavilion Township. The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists by circumventing Sprinkle Road and connecting with the the Romence Road Trail to the Celery Flats non-motorized transportation hub, Ramona Park/beach and the overall Portage Trail Network. It will also provide a trail connection to link with the new Portage Road Trail and the new Zylman Ave. Trail to the future Austin Lake Trail. The trail will impact a small wetland area off Bishop Road, however a wetland delineation will be completed to identify a path to go around where feasible and usage of a boardwalk system to allow continuous flow of water and animal species in the area.	\$ -	\$ 500,000	\$ 250,000	\$ 250,000	\$ 500,000
	City of Portage	East Central Trailway	Between Portage and Lovers Lane (north of Centre Avenue)	1 mile	The trail will connect the Garden Lane Trail to the Portage Road Trailway providing a safe route for bicyclists and pedestrians to circumvent East Centre Ave. This improvement was identified in the 2014 Comprehensive Plan and Lake Center subarea plan. Project will link trails and add to the overall non-motorized trail system. It will enhance access to business and restaurants along the Portage Road corridor in the Lake Center District. The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists through the Portage Road/Centre Ave area, which have seen a cyclist crash fatality and injuries in these two areas of Portage. It will also provide a trail connection to link the new Portage Road Trail with the new Zylman Ave. Trail (via Cox's and Centre Ave) to the Celery Flats non-motorized transportation hub for the City.	\$ -	\$ 700,000	\$ 350,000	\$ 350,000	\$ 700,000

Illustrative Project List

TAP Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
	City of Portage	Northwest Trail Connection	Portage Michigan connect the Northwest Trail at McGillicuddy Lane across US-131 to 12th Street	0.5 miles	Development of an overpass bridge crossing US-131 and connection of existing trail in Texas Township at 12th Street to the Northwest Bike Trail at McGillicuddy Lane. This project will provide non-motorized access for residents east of US-131 to 12th Street Elementary School and the West Portage Little League ballfields. It would also provide regional connectivity with Texas Township. The bridge connection would provide links between high density populations of the City of Portage and Texas Township bypassing the high traffic Milham Road. This trail will link the municipalities of Texas Township and the City of Portage into the Portage Trail System and access to businesses and high dense residential populations as well the shopping corridors of South Westnedge Ave.	\$ 1,500,000	\$ 3,000,000	\$ 1,000,000	\$ 500,000	\$ 3,000,000
	City of Portage	Romence Road Trail Extension	Portage Michigan along Romence Road between Pfizer on the north side and Sprinkle Road	0.5 miles	Development of a half mile 10-foot wide paved multi-use trail to connect the existing Romence Road trail to Sprinkle Road. This trail will connect with the Bishop Road Trail providing linkage to the Portage Trail Network for the residents and businesses on the east side of Sprinkle Road and Pavilion Township. The completion of this non-motorized trail will allow for a more direct and safe passage for cyclists by circumventing Sprinkle Road and connecting with the Celery Flats transportation hub to the west, and Bishop Road Trail, Ramona Park/beach, business park and neighborhoods to the east. It will also provide a trail connection to link with the new Portage Road Trail and the new Zylman Ave. Trail to the future Austin Lake Trail. This trail will also link the municipalities of Pavilion Township and the City of Portage into the Portage Trail System and access to businesses, such as Pfizer and Stryker, and shopping corridors of South Westnedge Ave. and the Portage Lake District.	\$ -	\$ 400,000	\$ 200,000	\$ 200,000	\$ 400,000
	City of Portage	Sprinkle Road Bypass Trail North	Portage Michigan between Lexington Green Park to Bishop Road	1.2 miles	The trail will provide travel through high density populations and two of the largest employers in Portage, Pfizer and Stryker, as well as an industrial park on Sprinkle Road. This trail will also provide connection between the east and west side of the City of Portage bypassing the Sprinkle Road corridor, and future Sprinkle Road Bypass Trail South with connection to Ramona Park and the Austin Lake Trail through multiple neighborhoods. The trail will impact a wetland area off Bishop Road, however a wetland delineation will be completed to identify a path to go around where feasible and usage of a boardwalk system to allow continuous flow of water and animal species in the area.	\$ -	\$ 2,200,000	\$ 1,100,000	\$ 1,100,000	\$ 2,200,000

Illustrative Project List

TAP Projects

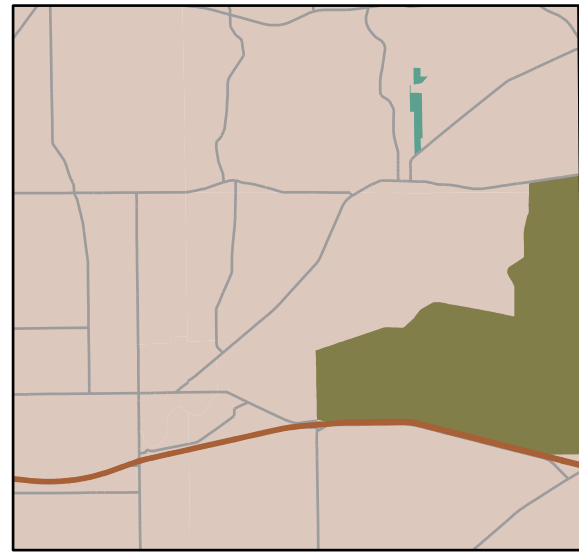
Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Cost	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
	City of Portage	Sprinkle Road Bypass Trail South	Portage Michigan between Bishop Road and Ramona Park along the Pavilion Township border	1.8 miles	The trail will provide travel through high density populations and two of the largest employers in Portage, Pfizer and Stryker, as well as an industrial park on Sprinkle Road. This trail will also provide connection between the east and west side of the City of Portage bypassing the Sprinkle Road corridor, and future Sprinkle Road Bypass Trail North with connection to Lexington Green Park through multiple neighborhoods. The trail will impact a wetland area off Zylman Avenue, however a wetland delineation will be completed to identify a path to go around where feasible and usage of a boardwalk system to allow continuous flow of water and animal species in the area.	\$ -	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 1,000,000

Illustrative Project List

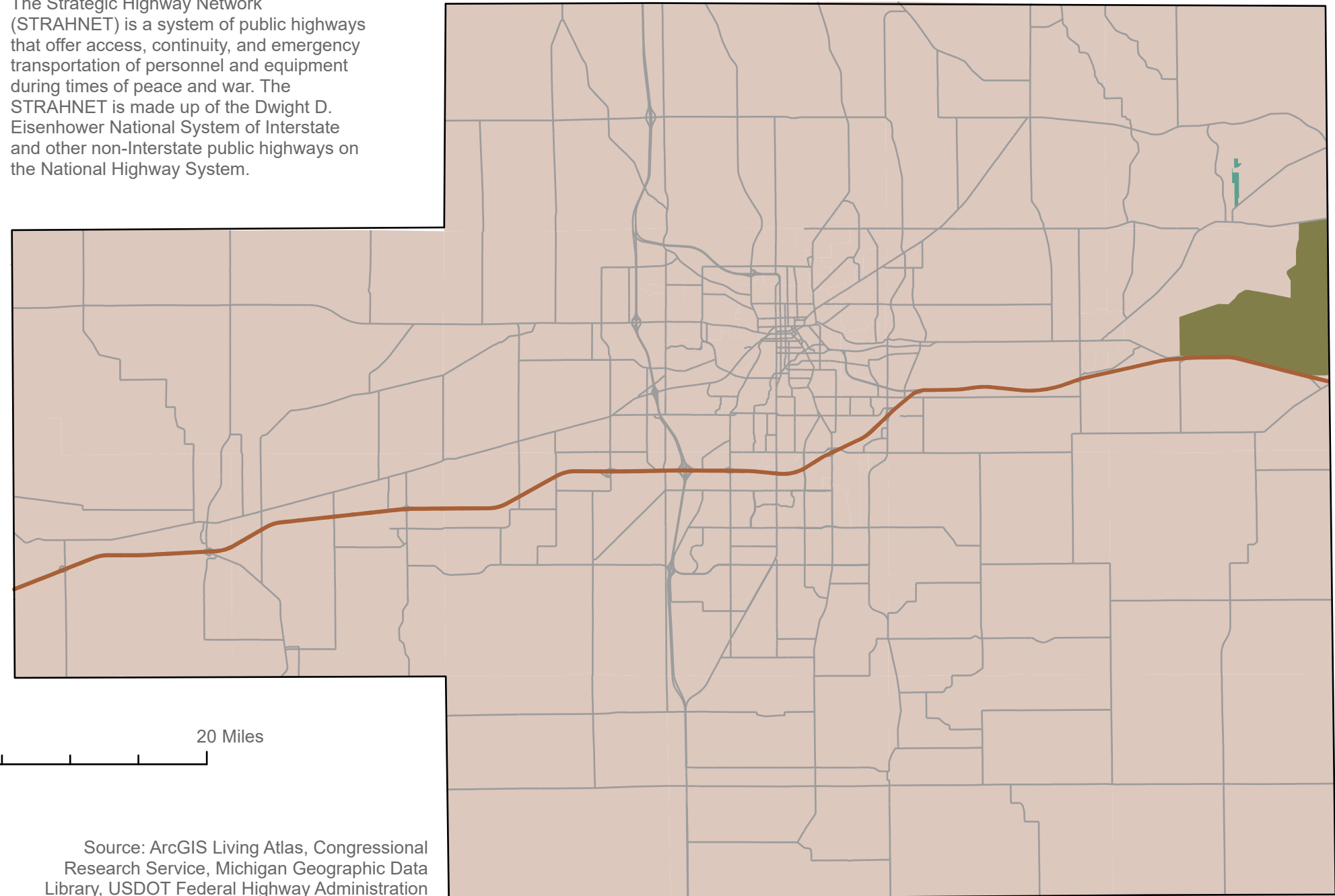
Transit Projects

Rank	Agency	Project Location	Limits	Total Project Length	Project Description	Proposed Federal Amount	Proposed Total Project Cost	Proposed State Cost	Proposed Local Cost	Proposed Total Phase Cost
	Central County Transportation Authority	Kalamazoo County	Metro Transit		STP Urban	\$ 440,000	\$ 550,000	\$ 110,000	\$ -	\$ 550,000
	Central County Transportation Authority	Kalamazoo County	Metro Transit		STU Urban	\$ 352,000	\$ 440,000	\$ 88,000	\$ -	\$ 440,000
	Central County Transportation Authority	Kalamazoo County	Metro Transit		STP Urban	\$ 384,000	\$ 480,000	\$ 96,000	\$ -	\$ 480,000


Map 10: Strategic Highway Network and Federal Land in the KATS MPO Boundary



The Strategic Highway Network (STRAHNET) is a system of public highways that offer access, continuity, and emergency transportation of personnel and equipment during times of peace and war. The STRAHNET is made up of the Dwight D. Eisenhower National System of Interstate and other non-Interstate public highways on the National Highway System.



Legend

-  Eisenhower Interstate System
-  Federal Aid Roads
- Federal Land Management Agencies**
-  Department of Defense
-  National Park Service

Four federal land management agencies are responsible for 95% of federal lands. These agencies are the Forest Service, the Bureau of Land Management, U.S. Fish and Wildlife Service, and the National Park Service. The other 5% of the land is managed by multiple agencies, including the Department of Defense.



Source: ArcGIS Living Atlas, Congressional Research Service, Michigan Geographic Data Library, USDOT Federal Highway Administration

February 2022

Appendix I: Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraints						
Carbon Reduction - Tma	\$570,000	\$459,000	\$459,000	\$0	\$111,000	\$570,000
HIP - TMA	\$789,000	\$789,000	\$789,000	\$0	\$0	\$789,000
STP - TMA	\$6,175,750	\$3,708,000	\$3,708,000	\$0	\$2,467,750	\$6,175,750
Stp Flex - Tma	\$745,250	\$590,000	\$590,000	\$0	\$155,250	\$745,250
Transportation Alternatives - TMA	\$592,370	\$532,000	\$240,000	\$0	\$60,370	\$300,370
FY 2023, Local MPO Based Constraints Total	\$8,872,370	\$6,078,000	\$5,786,000	\$0	\$2,794,370	\$8,580,370
Fiscal Year - 2023, Local RTF Based Constraint						
STP - Rural/Flexible	\$684,954	\$519,844	\$519,844	\$0	\$165,110	\$684,954
Transit - STP - Rural - Flex	\$219,118	\$175,294	\$175,294	\$43,824	\$0	\$219,118
FY 2023, Local RTF Based Constraint Total	\$904,072	\$695,138	\$695,138	\$43,824	\$165,110	\$904,072
Fiscal Year - 2023, Local Projects from Statewide Sources						
CMAQ	\$302,424	\$302,424	\$302,424	\$0	\$0	\$302,424
Safety	\$2,228,430	\$1,451,940	\$1,451,940	\$0	\$776,490	\$2,228,430
STP - Flexible (Bridge)	\$172,000	\$137,600	\$137,600	\$25,800	\$8,600	\$172,000
Transportation Alternatives	\$361,744	\$217,050	\$217,050	\$0	\$144,694	\$361,744
FY 2023, Local Projects from Statewide Sources Total	\$3,064,598	\$2,109,014	\$2,109,014	\$25,800	\$929,784	\$3,064,598
Fiscal Year - 2023, MDOT Project Templates						
Bridge Replacement and Preservation	\$16,754,000	\$13,713,964	\$13,713,964	\$3,040,036	\$0	\$16,754,000
Road - Rehabilitation and Reconstruction	\$24,034,600	\$0	\$0	\$24,034,600	\$0	\$24,034,600
Traffic & Safety	\$4,695,845	\$4,324,481	\$4,324,481	\$371,364	\$0	\$4,695,845
Other	\$1,092,195	\$885,777	\$885,777	\$185,545	\$20,873	\$1,092,195
FY 2023, MDOT Project Templates Total	\$46,576,640	\$18,924,222	\$18,924,222	\$27,631,545	\$20,873	\$46,576,640
Fiscal Year - 2023, Transit Project Categories						
5307	\$16,815,000	\$3,092,000	\$3,092,000	\$5,723,000	\$8,000,000	\$16,815,000
5310	\$255,000	\$204,000	\$204,000	\$51,000	\$0	\$255,000
5311	\$38,000	\$30,400	\$30,400	\$7,600	\$0	\$38,000
5339	\$455,000	\$364,000	\$364,000	\$91,000	\$0	\$455,000
FY 2023, Transit Project Categories Total	\$17,563,000	\$3,690,400	\$3,690,400	\$5,872,600	\$8,000,000	\$17,563,000
Fiscal Year - 2023 Grand Total	\$76,980,680	\$31,496,774	\$31,204,774	\$33,573,769	\$11,910,137	\$76,688,680
Fiscal Year - 2024						
Fiscal Year - 2024, Local MPO Based Constraints						
Carbon Reduction - Tma	\$1,241,528	\$468,000	\$468,000	\$0	\$773,528	\$1,241,528
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$6,136,000	\$3,782,000	\$3,782,000	\$0	\$2,354,000	\$6,136,000

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Stp Flex - Tma	\$766,000	\$602,000	\$602,000	\$0	\$164,000	\$766,000
Transportation Alternatives - TMA	\$543,000	\$543,000	\$0	\$0	\$0	\$0
FY 2024, Local MPO Based Constraints Total	\$8,686,528	\$5,395,000	\$4,852,000	\$0	\$3,291,528	\$8,143,528
Fiscal Year - 2024, Local RTF Based Constraint						
STP - Rural/Flexible	\$726,881	\$523,500	\$523,500	\$0	\$203,381	\$726,881
TEDF Category D	\$289,989	\$0	\$0	\$289,989	\$0	\$289,989
Transit - STP - Rural - Flex	\$185,625	\$148,500	\$148,500	\$37,125	\$0	\$185,625
FY 2024, Local RTF Based Constraint Total	\$1,202,495	\$672,000	\$672,000	\$327,114	\$203,381	\$1,202,495
Fiscal Year - 2024, Local Projects from Statewide Sources						
Bridge	\$2,315,000	\$1,676,000	\$1,676,000	\$215,250	\$423,750	\$2,315,000
CMAQ	\$308,472	\$308,472	\$308,472	\$0	\$0	\$308,472
HIP - Small Urban	\$81,204	\$81,204	\$81,204	\$0	\$0	\$81,204
STP - Small Urban	\$378,300	\$302,640	\$302,640	\$0	\$75,660	\$378,300
Transportation Alternatives	\$2,346,885	\$1,855,945	\$1,855,945	\$0	\$490,940	\$2,346,885
FY 2024, Local Projects from Statewide Sources Total	\$5,429,861	\$4,224,261	\$4,224,261	\$215,250	\$990,350	\$5,429,861
Fiscal Year - 2024, MDOT Project Templates						
Road - Capital Preventive Maintenance	\$1,278,750	\$1,150,875	\$1,150,875	\$127,875	\$0	\$1,278,750
Road - Rehabilitation and Reconstruction	\$53,156,952	\$47,841,256	\$47,841,256	\$5,315,696	\$0	\$53,156,952
Traffic & Safety	\$1,466,233	\$1,408,267	\$1,408,267	\$57,966	\$0	\$1,466,233
Other	\$371,000	\$57,295	\$57,295	\$312,117	\$1,588	\$371,000
FY 2024, MDOT Project Templates Total	\$56,272,935	\$50,457,693	\$50,457,693	\$5,813,654	\$1,588	\$56,272,935
Fiscal Year - 2024, Transit Project Categories						
5307	\$17,570,000	\$3,552,000	\$3,552,000	\$6,018,000	\$8,000,000	\$17,570,000
5310	\$260,000	\$208,000	\$208,000	\$52,000	\$0	\$260,000
5311	\$32,000	\$32,000	\$32,000	\$0	\$0	\$32,000
5339	\$500,000	\$400,000	\$400,000	\$100,000	\$0	\$500,000
FY 2024, Transit Project Categories Total	\$18,362,000	\$4,192,000	\$4,192,000	\$6,170,000	\$8,000,000	\$18,362,000
Fiscal Year - 2024 Grand Total	\$89,953,819	\$64,940,954	\$64,397,954	\$12,526,018	\$12,486,847	\$89,410,819
Fiscal Year - 2025						
Fiscal Year - 2025, Local MPO Based Constraints						
Carbon Reduction - Tma	\$1,000,000	\$477,000	\$477,000	\$0	\$523,000	\$1,000,000
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$6,850,000	\$3,858,000	\$3,858,000	\$0	\$2,992,000	\$6,850,000
Stp Flex - Tma	\$986,583	\$614,000	\$614,000	\$0	\$372,583	\$986,583
Transportation Alternatives - TMA	\$554,000	\$554,000	\$0	\$0	\$0	\$0
FY 2025, Local MPO Based Constraints Total	\$9,390,583	\$5,503,000	\$4,949,000	\$0	\$3,887,583	\$8,836,583
Fiscal Year - 2025, Local RTF Based Constraint						

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
STP - Rural/Flexible	\$738,630	\$575,500	\$575,500	\$0	\$163,130	\$738,630
TEDF Category D	\$77,000	\$0	\$0	\$77,000	\$0	\$77,000
Transit - STP - Rural - Flex	\$136,875	\$109,500	\$109,500	\$27,375	\$0	\$136,875
FY 2025, Local RTF Based Constraint Total	\$952,505	\$685,000	\$685,000	\$104,375	\$163,130	\$952,505
Fiscal Year - 2025, Local Projects from Statewide Sources						
CMAQ	\$314,642	\$314,642	\$314,642	\$0	\$0	\$314,642
Transportation Alternatives	\$3,203,158	\$2,146,116	\$2,146,116	\$0	\$1,057,042	\$3,203,158
FY 2025, Local Projects from Statewide Sources Total	\$3,517,800	\$2,460,758	\$2,460,758	\$0	\$1,057,042	\$3,517,800
Fiscal Year - 2025, MDOT Project Templates						
Bridge Replacement and Preservation	\$1,087,007	\$895,255	\$895,255	\$191,752	\$0	\$1,087,007
Road - Rehabilitation and Reconstruction	\$1,293,184	\$1,058,471	\$1,058,471	\$234,713	\$0	\$1,293,184
Traffic & Safety	\$2,108,797	\$1,973,750	\$1,973,750	\$135,047	\$0	\$2,108,797
Other	\$18,832,251	\$15,414,197	\$15,414,197	\$3,269,905	\$148,149	\$18,832,251
FY 2025, MDOT Project Templates Total	\$23,321,239	\$19,341,673	\$19,341,673	\$3,831,417	\$148,149	\$23,321,239
Fiscal Year - 2025, Transit Project Categories						
5307	\$17,615,000	\$3,456,000	\$3,456,000	\$6,159,000	\$8,000,000	\$17,615,000
5310	\$260,000	\$208,000	\$208,000	\$52,000	\$0	\$260,000
5311	\$33,600	\$33,600	\$33,600	\$0	\$0	\$33,600
5339	\$500,000	\$400,000	\$400,000	\$100,000	\$0	\$500,000
FY 2025, Transit Project Categories Total	\$18,408,600	\$4,097,600	\$4,097,600	\$6,311,000	\$8,000,000	\$18,408,600
Fiscal Year - 2025 Grand Total	\$55,590,727	\$32,088,031	\$31,534,031	\$10,246,792	\$13,255,904	\$55,036,727
Fiscal Year - 2026						
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Tma	\$1,011,215	\$487,000	\$487,000	\$0	\$524,215	\$1,011,215
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$8,050,000	\$3,935,000	\$3,935,000	\$0	\$4,115,000	\$8,050,000
Stp Flex - Tma	\$2,020,360	\$626,000	\$626,000	\$0	\$1,394,360	\$2,020,360
Transportation Alternatives - TMA	\$565,000	\$565,000	\$0	\$0	\$0	\$0
FY 2026, Local MPO Based Constraints Total	\$11,646,575	\$5,613,000	\$5,048,000	\$0	\$6,033,575	\$11,081,575
Fiscal Year - 2026, Local RTF Based Constraint						
STP - Rural/Flexible	\$752,880	\$586,500	\$586,500	\$0	\$166,380	\$752,880
TEDF Category D	\$79,000	\$0	\$0	\$79,000	\$0	\$79,000
Transit - STP - Rural - Flex	\$139,375	\$111,500	\$111,500	\$27,875	\$0	\$139,375
FY 2026, Local RTF Based Constraint Total	\$971,255	\$698,000	\$698,000	\$106,875	\$166,380	\$971,255
Fiscal Year - 2026, Local Projects from Statewide Sources						
CMAQ	\$1,055,000	\$364,935	\$364,935	\$0	\$690,065	\$1,055,000
STP - Small Urban	\$632,500	\$385,000	\$385,000	\$0	\$247,500	\$632,500
FY 2026, Local Projects from Statewide Sources Total	\$1,687,500	\$749,935	\$749,935	\$0	\$937,565	\$1,687,500

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026, MDOT Project Templates						
Traffic & Safety	\$1,028,774	\$925,897	\$925,897	\$102,877	\$0	\$1,028,774
Other	\$1,002,075	\$820,198	\$820,198	\$181,877	\$0	\$1,002,075
FY 2026, MDOT Project Templates Total	\$2,030,849	\$1,746,095	\$1,746,095	\$284,754	\$0	\$2,030,849
Fiscal Year - 2026, Transit Project Categories						
5307	\$17,890,000	\$3,588,000	\$3,588,000	\$6,302,000	\$8,000,000	\$17,890,000
5310	\$260,000	\$208,000	\$208,000	\$52,000	\$0	\$260,000
5311	\$33,600	\$33,600	\$33,600	\$0	\$0	\$33,600
5339	\$500,000	\$400,000	\$400,000	\$100,000	\$0	\$500,000
FY 2026, Transit Project Categories Total	\$18,683,600	\$4,229,600	\$4,229,600	\$6,454,000	\$8,000,000	\$18,683,600
Fiscal Year - 2026 Grand Total	\$35,019,779	\$13,036,630	\$12,471,630	\$6,845,629	\$15,137,520	\$34,454,779

May 9, 2022