

WELCOME TO THE KALAMAZOO AREA
TRANSPORTATION STUDY

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Kalamazoo Area
Transportation Study



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Purpose of Training


1. Discuss the Purpose, Products, and Structure of a Metropolitan Planning Organization (KATS)
2. Discuss Road and Transit Funding
3. Discuss how KATS is Funded

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What is Transportation Planning?










Transportation Planning
is a process

It exists to provide the information, tools, and public involvement needed for decision makers to choose among alternative strategies for improving transportation system performance







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What is an MPO?

- MPO = Metropolitan Planning Organization
- Has the authority of federal law
- KATS is the MPO for the greater Kalamazoo area
- Policy-making and planning body
 - ▣ Federal legislation (23 USC 134 & 49 USC 1603, 1605, and 1607)
- Required for **urbanized** areas over 50,000
- At >200,000, designated a Transportation Management Area (TMA) Kalamazoo = 209,703, 2010 Census

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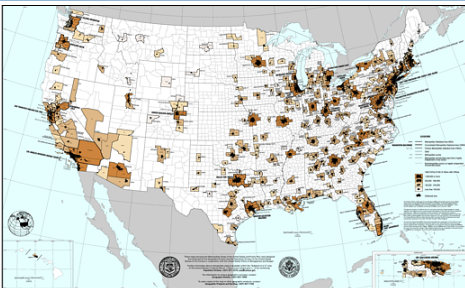
What is an MPO?

- Transportation investment means allocating scarce transportation funding resources that achieve outcomes that move toward the regional vision
- MPO facilitates collaboration of governments, interested parties, and residents
- Ensures federal spending on **transportation** occurs through process that is:
 - ▣ Comprehensive
 - ▣ Cooperative
 - ▣ Continuing

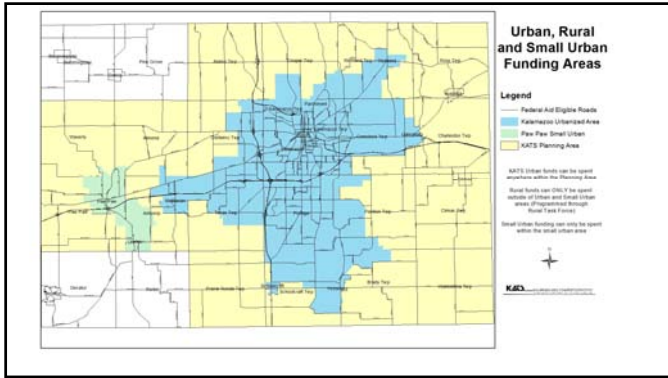


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What is an MPO?



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MPO Functions

1. Establish a setting- fair and impartial
2. Evaluate transportation alternatives
3. Maintain a Metropolitan Transportation Plan (MTP)
4. Develop a Transportation Improvement Program (TIP)
5. Develop a Unified Planning Work Program (UPWP)
6. Involve the public- Public Participation Plan (PPP)

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MPO Products

	Time Horizon	Contents	Update Requirements
UPWP	1 Year	Planning Studies, Tasks, Budget	Annual
MTP	20 Years (min.) 25 Years (preferred)	Future Goals, Strategies & Projects	Every 5 Years (4 years for non-attainment/maintenance TMA's)
TIP	4 Years	Transportation Investments/Projects	Every 3 years

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Unified Planning Work Program

- Reflects planning priorities for area
- Lists studies & tasks to be performed by MPO and/or member agencies (with MPO funds)
- Covers 1 year
- Funding sources for each study/task
- Basis for KATS FHWA planning & FTA 5303 (Consolidated Planning Grant) contract with MDOT
- Responsible agencies for each study/task

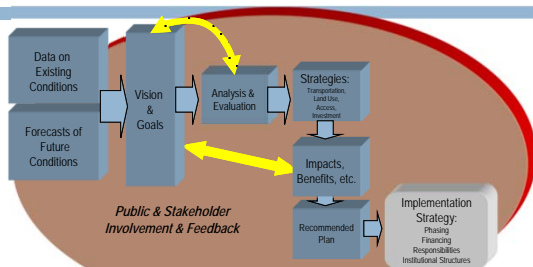
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Metropolitan Transportation Plan

- ▶ Statement of region's transportation system investment priorities and plans
- ▶ Minimum 20-year time horizon from date of next update [25 years preferred]
- ▶ Focused on system level
- ▶ Intermodal/multimodal
- ▶ Clearly link with regional land use, development, housing & employment goals & plans
- ▶ KATS current 2045 MTP

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Metropolitan Transportation Plan



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Metropolitan Transportation Plan

- Emphasize efficient use of existing system & its preservation
- Consistent with Statewide Transportation Plan
- Be fiscally constrained
- Update every 5 years (4 years in non-attainment areas)
- Prioritized listing of projects

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Transportation Improvement Program

- Fiscally constrained 4-year program covering most immediate MTP-based projects & strategies for implementation
- Allocates limited transportation resources among region's priorities
- Updated every 2-3 years, depending on state requirements
- Not a "wish list" – fiscally constrained
- Incorporated into Statewide TIP without change once approved

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Public Involvement Plan

- Required document
- Need to clearly lay out process, strategy and responsibilities for ensuring continuous opportunities for public input and education
- Environmental Justice populations (areas of low income or minority populations) critical
- Innovation in public involvement can both enhance the process and make it more cost-effective

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KATS Structure

<ul style="list-style-type: none">□ Policy Committee ("the MPO")<ul style="list-style-type: none">□ Local elected & appointed officials□ Transit representatives□ State agency officials□ Universities□ Other possible members<ul style="list-style-type: none">□ Interest groups (Business, advocacy, etc.)□ Tribal Governments	<ul style="list-style-type: none">□ Technical Committee<ul style="list-style-type: none">□ An advisory body to the MPO Board for transportation issues, primarily technical in nature□ Oversees MPO technical work and develops recommendations on projects and programs for Policy Committee consideration□ Comprised of staff-level officials of local, state & federal agencies
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KATS Structure

- Multiple Advisory Committees
 - Non-Motorized
 - Transportation Improvement Program / Prioritization
 - Travel Demand Model
 - Transportation Alternatives Program
 - Citizen Advisory Committee
 - Congestion Mitigation and Air Quality

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KATS Structure

- Role of MPO Staff
 - Provide information and technical support to board members and advisory committees
 - Prepare documents
 - Foster interagency coordination
 - Facilitate public input and feedback
 - Manage the planning process

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FY 2020 Projects

- Metropolitan Transportation Plan
 - ▣ Travel Demand Model Update
- Incorporation of Performance Measures into Planning Process
- 2020-2023 Transportation Improvement Program
 - ▣ Amendments as Needed

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Road and Transit Funding

- Federal transportation funding provided through legislation
 - ▣ Fixing America's Surface Transportation Act (FAST)
 - 18.4 cents per gallon federal gas tax plus general fund plus offsets from the Federal Reserve (dividend reductions to federal reserve system, and payout of capital surplus account)
 - Program authorized through FY 2020
 - \$305 billion for highway, transit and railway programs over life of bill
 - ▣ \$233 billion for highways (15% increase over the duration)

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Road and Transit Funding

- Michigan Public Act 51 distributes Michigan transportation revenues (Distributed to Four major funds)
 - ▣ Michigan's recent road funding package
 - \$400 million in additional fuel tax revenues (fuel taxes will rise to 26.3 cents per gallon for both gas and diesel).
 - \$200 million from a 20 percent increase in vehicle registration fees.
 - Starting in 2019, General Fund transfers make up the remaining \$600 million in additional money. The transfers will be phased in over a period of three years: \$150 million in 2019; \$325 million in 2020; and the full \$600 million in 2021. This money will be divided between the State Transportation Fund, county road commissions, and cities and villages.

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Road and Transit Funding

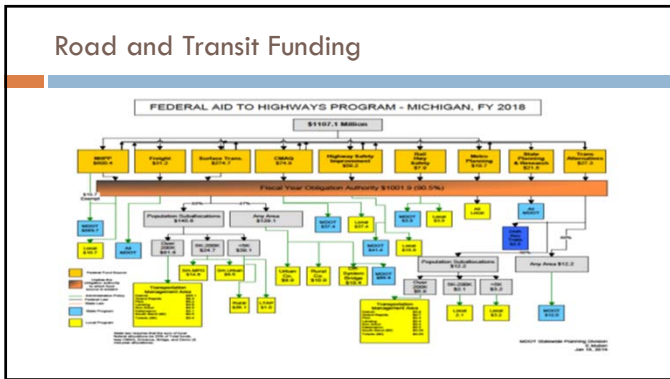
- PA 51 "Funds"
 - Michigan Transportation Fund (MTF)
 - The main collection and distribution fund for transportation revenue
 - State Trunkline Fund (STF)
 - For construction/preservation of state trunkline roads, bridges, and MDOT operations
 - Comprehensive Transportation Fund (CTF)
 - For public transportation agencies and operations (buses, ferries, aeronautics, AMTRAK)
 - Local Road Agencies
 - Local road/street programs for 83 county road commissions and 533 cities and villages

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Road and Transit Funding

- Public Act 51 also directs how funds are divided to local road agencies
- Allocates federal highway funds between MDOT and local road agencies
 - Requires 75% of federal highway funds to be allocated to MDOT and 25% to local road agencies (MPO, Rural Task Force Programs)
 - After all "off the top" deductions, requires that 39.1% of funding goes to MDOT, 39.1% to county road commissions, and 21.8% to cities/villages

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Road and Transit Funding

- KATS common federal funding categories for projects (formula categories) approximate 2020 Dollars
 - Surface Transportation Program (STP)- \$3,345,678
 - Road and Transit eligible
 - Congestion Mitigation and Air Quality (CMAQ)- \$487,942
 - Road and Transit eligible within program constraints
 - Transportation Alternatives Program (TAP)- \$253,000
 - National Highway Performance Program (NHPP)- \$444,680
 - Highway Safety Improvement Program (HSIP)- Grant based
 - Bridge Program- Grant Based

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Road and Transit Funding

- KATS federal funding categories for transit
 - Section 5307 Transit Formula- Urban Operations and Capital \$3,906,000
 - Section 5310 Transit Formula- Elderly and Persons with Disabilities \$80,000
 - Section 5311 Transit Formula- Non-Urbanized (Rural) \$79,000
 - Section 5337 State of Good Repair Grants
 - Section 5339 Bus and Bus Facilities Grants

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How KATS is Funded

- KATS has two primary funding sources for operations
 - Federal Highway PL and Federal Transit Section 5303 funds are combined into a consolidated planning grant of \$476,000
- KATS also receives state funding
 - Transportation Asset Management funding \$20,000

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How KATS is Funded

- Federal funds require a minimum match of 20%
 - Match can be in cash or the value of "in kind" services
 - KATS currently uses "in kind" services to match federal funds
 - KATS is the only MPO in the state that matches its entire program with "in kind" contributions
 - KATS effectively operates at 80% of the financial capacity of similar MPO's

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How KATS is Funded

- Contributed Services Formula and Dues
- Local Agency Time Sheets

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Local Agency Match-MPO Program

- For a local minimum match of **\$119,000** to support KATS operations, the area receives approximately:

Surface Transportation Program	\$3,345,678
NHPP	\$444,680
Transportation Alternatives	\$253,000
Transit	\$4,596,000
Bridge	\$331,000
Congestion Mitigation Air Quality	\$487,000
Safety	\$1,000,000



TOTAL LOCAL FEDERAL FUNDS (per year)	\$10,409,868
Total Funding Identified in FY20-23 TIP	\$260,365,365

Without a functioning Metropolitan Planning Organization, this federal funding would be in jeopardy.

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How KATS is Funded- Regional Activities

- KATS Provides Transportation Planning Services to the Southcentral Michigan Planning Council
 - 5 County Area- Branch, Kalamazoo, Calhoun, Barry, and St. Joseph
 - Approximate contract amount of \$95,000 (FY 2020)
- Activities include:
 - Rural Task Force Planning
 - Small Urban Program
 - Transportation Asset Management Council Work
 - Rural Technical Assistance
 - Scenic Byway Planning