

Executive Summary

The Kalamazoo Area Transportation Study's (KATS) 2035 Metropolitan Transportation Plan for Kalamazoo County is the result of a significant comprehensive process that followed the applicable regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) legislation and the guidance from the Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT). The plan includes:

Transportation Demand - Chapter 5

Socio-economic data was used to project trends in population, employment, and vehicle ownership. Historic trends were projected to continue as they have in the past but were modified in specific zones based on local municipality input. A transportation demand model and network assignment model was used to determine future network performance and identify deficiencies.

Participation - Chapter 9

Efforts were continually made with the public through updates to the KATS website, newsletters, mailings to known contacts, the Citizens Advisory Committee, a public information meeting, a public hearing, contact with the local newspaper, and other open meetings to provide the public with information on the Transportation Plan and to solicit comment. Comments regarding the proposed projects are incorporated in the Plan.

Environmental Justice - Chapter 10

The Transportation Plan identifies target environmental justice population areas and discusses the potential impacts on these population areas. Contact with known neighborhood groups in these target areas was made. The 2035 Transportation Plan is found not to disproportionately adversely affect environmental justice population areas.

Consultation - Chapter 11

Contact was made with Federal, Indian, State, local agencies, and groups to share information and solicit comment on the Transportation Plan as it was developed. This gave an opportunity to see how the Transportation Plan meshes with other plans being developed outside of transportation.

Environmental Mitigation - Chapter 12

Federal, State, Indian, and local agencies and groups were contacted to solicit feedback on potential Transportation Plan projects. Comments received were incorporated within the document. In addition, the Transportation Plan identifies potential environmental impacts associated with projects so that the responsible agency can investigate and mitigate any environmental impact found during project design and construction.

Financial Plan - Chapter 14

Reasonably expected revenues and expenditures were projected for all Transportation Plan projects and for general maintenance and operation of the system. Revenues and expenditures were inflated to year of expenditure values for all road, non-motorized, operations and maintenance, and public transportation operations and capital. The total system revenues exceed the total expenditures, resulting in a fiscally constrained Transportation Plan.

Project Identification - Chapter 15

Road, public transportation, and non-motorized projects were identified in response to system deficiencies and on local knowledge and priorities.

Air Quality - Chapter 16

Air emissions calculated based on the transportation system performance measures at target years are less than the budget emission amounts for the Calhoun-Kalamazoo-Van Buren County air quality maintenance area. The Transportation Plan satisfies air quality conformity.

Unmet Transportation Needs - Chapter 17

The Plan identifies some road, public transportation, and non-motorized projects that are needed but cannot be included in the Transportation Plan due to fiscal constraint. These projects are illustrative projects.

PROJECT SUMMARY

The 2035 Metropolitan Transportation Plan contains specific and generic street projects, as well as public transportation and non-motorized projects. Non-motorized projects are identified in the document. Specifically, 25 capacity improvement projects are proposed. Fifty-five specific and generic projects were identified to preserve the existing road network, including non-motorized projects. Eight-two percent of the road funds budgeted in the Transportation Plan are for system preservation, operations, and maintenance. Including public transportation’s proposed expenditures of \$626,986,095, a total of 89% of the funds identified will be used for preserving and maintaining the transportation system in Kalamazoo County.

FUNDING HIGHLIGHTS

The 2035 Metropolitan Transportation Plan projects funding for preservation and capacity projects, as well as public transportation operations and capital needs and non-motorized and safety improvements. Over the life of the 2035 Transportation Plan:

- Total Projected Revenue: \$2,910,574,073
- Total Operations and Maintenance (non-MDOT) \$1,005,684,968
- Total Transportation Plan Expenditures: \$1,868,950,519
- Projected Remaining Funds \$35,938,586

Further information on the financial constraint of the 2035 Transportation Plan can be found in Chapter 14.

The Transportation Plan represents an integrated transportation system that includes road, public transportation, and non-motorized modes. It identifies intermodal connectivity. The 2035 Metropolitan Transportation Plan concentrates on preserving the system. More project costs are for non-capacity road projects than for capacity projects. The public transportation system is projected to be maintained at current service levels. This Transportation Plan operates and maintains the transportation system for Kalamazoo County.

The 2035 Metropolitan Transportation Plan will be reviewed and extended, modified, or redone in four years.

Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BCATS	Battle Creek Area Transportation Study
CAAA	Clean Air Act Amendments of 1990
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CSS	Context Sensitive Solutions
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAUA	Federal Air Urban Areas
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
IAWG	Interagency Work Group
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
KATS	Kalamazoo Area Transportation Study
KCTA	Kalamazoo County Transportation Authority (KCTA)
LRP	Long Range Plan
LTL	Less than Truckload
MAB	Metropolitan Area Boundary
MCGI	Michigan Center for Geographic Information
MDOT	Michigan Department of Transportation
MESC	Michigan Employment Security Commission
MiTP	Michigan Transportation Plan
MPO	Metropolitan Planning Organization
MTF	Michigan Transportation Fund
NAAQS	National Ambient Air Quality Standards
NBIS	National Bridge Inventory Standards
NCHRP	National Cooperative Highway Research Program
NFC	National Functional Classification
NHS	National Highway System
NO _x	Oxides of Nitrogen
NPTS	National Personal Transportation Survey
OHSP	Office of Highway Safety Planning
PA	Public Act
PASER	Pavement Surface Evaluation and Rating
PMS	Pavement Management System
PTMS	Public Transportation Management System
REMI	Regional Economic Models, Inc.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEMCOG	Southeast Michigan Council of Governments
SHA	State Highway Agencies
SIP	State Implementation Plan
SMART	Southwest Michigan Alliance Recreation Trails
SOV	Single Occupant Vehicle
STF	Surface Transportation Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program

SWPC	Southwest Michigan Planning Commission
TAZ	Traffic Analysis Zone
TCMs	Traffic Control Measures
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMS	Transportation Management Systems
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United State Environmental Protection Agency
UZA	Urbanized Area
VHT	Vehicle Hours of Travel
VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compounds