



The Metropolitan Planning Organization for the Greater Kalamazoo Area

5220 Lovers Lane, Suite 110
Portage, MI 49002
269-343-0766
info@KATSmpo.org

TO: Policy Committee Members
FROM: Steve Stepek, AICP, Executive Director
DATE: January 24, 2024
SUBJECT: POLICY COMMITTEE MEETING
WEDNESDAY, JANUARY 31, 2024 - 9:00 A.M.
METRO

The Kalamazoo Area Transportation Study Policy Committee will be meeting on Wednesday, January 31, 2024 at 9:00 a.m. at Metro. The following materials are included in the meeting packet:

1. Agenda for the Meeting
2. Informational Memorandum
3. Treasurer Report
4. Technical Committee Report
5. Southcentral Michigan Planning Council Report
6. Draft Minutes of the December 20, 2023 Meeting
7. Transportation Improvement Program Amendments
8. Amended Limited Orphan Maintenance Area (LOMA) Ozone Conformity Document
9. 2024 Safety Performance Measure Targets
10. FY 2023 Financial Audit Report

**KALAMAZOO AREA TRANSPORTATION STUDY
POLICY COMMITTEE MEETING**

January 31, 2024 at 9:00 a.m.

AGENDA

Public Comments are limited to four minutes in length.

1. CALL TO ORDER
2. INTRODUCTIONS
3. ROLL CALL
4. CHANGES OR ADDITIONS TO THE AGENDA
(Any item listed under the Consent Agenda may be moved to the Regular Agenda upon request of any member of the public, any Policy Committee Member, or any staff member).
5. APPROVAL OF THE AGENDA **(ACTION)**
6. PUBLIC COMMENTS
(Non-agenda items only. Comments on agenda items should be made during discussion of those items.)
7. CONSENT AGENDA **(ENCLOSURES) (ACTION)**
 - a. ACCEPTANCE OF THE TREASURER REPORT
 - b. ACCEPTANCE OF THE TECHNICAL COMMITTEE REPORT
 - c. ACCEPTANCE OF THE SOUTHCENTRAL MICHIGAN PLANNING COUNCIL REPORT
 - d. APPROVAL OF THE MINUTES FROM THE DECEMBER 20, 2023 MEETING
8. FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS **(ENCLOSURE) (ACTION)**
9. AMENDED LIMITED ORPHAN MAINTENANCE AREA (LOMA) OZONE CONFORMITY DOCUMENT FOR THE TRANSPORTATION IMPROVEMENT PROGRAM **(ENCLOSURE) (ACTION)**
10. 2024 SAFETY PERFORMANCE MEASURE TARGETS **(ENCLOSURE) (ACTION)**
11. FY 2023 FINANCIAL AUDIT PRESENTATION AND REPORT **(ENCLOSURE)**
12. PUBLIC TRANSPORTATION UPDATES
13. EXECUTIVE DIRECTOR'S REPORT
14. NEW BUSINESS
15. PUBLIC COMMENTS
16. MEMBER COMMENTS
17. ADJOURNMENT

Next Meeting: Wednesday, February 28, 2024, 9:00 am

TO: Kalamazoo Area Transportation Study Policy Committee
FROM: Steve Stepek, AICP, Executive Director
DATE: January 24, 2023
SUBJECT: Information on the Policy Committee Agenda for the January 31, 2023 Meeting

Here is information on the Policy Committee agenda items.

8. FY 2023-2026 Transportation Improvement Program Amendments

There are only four proposed amendments to the TIP this month. Here is a summary:

- Two RCKC projects with cost adjustments.
- A new railroad related project to add new cantilevers at Sprinkle Rd and the GTW Railroad.
- Removal of a MDOT project at Sprinkle Rd and M-343 (Gull Rd).

9. Limited Orphan Maintenance Area (LOMA) Conformity Document

With the addition of the US-131 BR project to the TIP, KATS was required to prepare a new Conformity Document. This document includes the discussion of the Interagency Work Group for the area and their agreement on the designation of the projects for air quality conformity. The document has been out for public review and has not received any comments, to date. KATS Staff and the Technical Committee recommend approval of the Conformity Document.

10. 2024 Safety Performance Measures

Information regarding the proposed 2024 Safety Performance Measures is included in the packet. This includes the statewide proposed measures as well as the current status within the KATS area. The Technical Committee added an additional item to the resolution, recognizing that the local safety trends are improving. KATS staff and the Technical Committee recommend approval of the resolution.

11. Audit Presentation

Jordan Smith, our auditor from Maner Costerisan, will give a presentation on KATS Fiscal Year 2023 financials and the related audit.

14. Executive Directors Report

- KATS is participating with West Michigan Trails to update a regional recreational trails plan.
- FY 24 dues have been mailed along with FY 25 contributed service agreements. There are still a few outstanding agreements needed. KATS Staff will be following up with those agencies.
- KATS should receive the finalized Certification Review document from FHWA/FTA in February.
- As part of the Certification Review process, Title VI plans for all federal subrecipients will need to be updated. KATS will present our updated Title VI plan next month and discuss the changes with committees.
- KATS continues to work on our Complete Streets Implementation Plan.
- With the start of the new fiscal year, please submit timesheets. Participation has been very light to start the year, so please remind staff to submit their eligible time.

KALAMAZOO AREA TRANSPORTATION STUDY
Policy Committee Meeting January 31, 2024

TREASURER'S REPORT

Beginning Balance of Checking as of December 1, 2023	\$174,769.49
Receipts	98,091.52
Checks	-37,379.30
Payroll	-29,768.90
Ending Balance of Checking as of December 31, 2023	<u>\$205,712.81</u>

If there are any questions regarding this report, please do not hesitate to contact me.

Robert D. Britigan III, CPM®
Treasurer, Kalamazoo Area Transportation Study
rbritigan@parchment.org
269-217-0120

BUDGET COMPARISON - FYTD DECEMBER 31, 2023 ACTUAL VERSUS BUDGET

	FY2024 UPWP	Actual FYTD 12/31/23 25.0%	Over(Under) Budget	YTD % of Budget
<u>PERSONNEL COST</u>				
Annual Salaries	395,858.33	77,932.27	(317,926.06)	19.69%
Total Fringe Expense	199,522.06	49,626.68	(149,895.38)	24.87%
<u>DIRECT COST</u>	152,313.35	16,676.67	(135,636.68)	10.95%
<u>INDIRECT COST</u>				
Services and Equipment	52,720.91	12,939.85	(39,781.06)	24.54%
Operating Costs	58,418.00	7,975.87	(50,442.13)	13.65%
Total Indirect Costs	111,138.91	20,915.72	(90,223.19)	18.82%

If there are any questions regarding this report, please contact me.

Elizabeth Rumick
Office & Finance Manager, Kalamazoo Area Transportation Study
erumick@katsmpo.org
269-343-0766 ext. 11

Cover Letter (S193)	
Check Date :	12/15/2023-1
Period Range :	11/29/2023 TO 12/12/2023
Week Number :	Week #50

If you want to be able to make sure your taxes are paid properly and timely, you can register with EFTPS or any state to be able to monitor the payment of your taxes. Please contact your Payroll Support Specialist to assist you.

Payroll Totals:

Checks

Total Regular Checks	0	0.00	
Total Direct Deposits	6	9596.45	
Total Manual Checks	0	0.00	
Total 3rd Party Checks	0	0.00	
Total Void Checks	0	0.00	
Total Net Payroll			0 Items 9596.45
Total Billing Impound		65.03	
Total Agency Checks	0	0.00	
Total Agency Checks DD	0	0.00	
Total Agency Checks Void	0	0.00	
Total Tax Deposit Checks			Tax deposit to be made by BASIC Payroll LLC
Sum of Checks			9661.48
Total of Checks Printed			0 Items
Total Tax Liability		3674.94	
Total Workers Comp Liability		0.00	
Total Payroll Liability		13336.42	
Total Direct Deposits		9596.45	
Total Debited From Account			13336.42

NEXT PERIOD DATES

Check Date: 12/29/2023 Week 52
 Period Begin: 12/13/2023
 Period End: 12/26/2023
 Call In Date: 12/27/2023 Week 52

Payroll rep: Harmison Laura

Cover Letter (S193)	
Check Date :	12/29/2023-1
Period Range :	12/13/2023 TO 12/26/2023
Week Number :	Week #52

Please be aware that we will be closed on Friday, Dec 22, Monday, Dec 25 and Monday, Jan 1 in observance of the Holidays! We ask for your patience as phone/email volumes increase greatly for the next 6-8 weeks. We are working hard to get to everything as quickly as possible! We appreciate your business and wish you a Happy Holidays!

Payroll Totals:

Checks

Total Regular Checks	0	0.00	
Total Direct Deposits	6	9203.00	
Total Manual Checks	0	0.00	
Total 3rd Party Checks	0	0.00	
Total Void Checks	0	0.00	
Total Net Payroll			0 Items 9203.00
Total Billing Impound		136.53	
Total Agency Checks	0	0.00	
Total Agency Checks DD	0	0.00	
Total Agency Checks Void	0	0.00	
Total Tax Deposit Checks			Tax deposit to be made by BASIC Payroll LLC
Sum of Checks			9339.53
Total of Checks Printed			0 Items
Total Tax Liability		3526.64	
Total Workers Comp Liability		0.00	
Total Payroll Liability		12866.17	
Total Direct Deposits		9203.00	
Total Debited From Account			12866.17

NEXT PERIOD DATES

Check Date: 01/12/2024 Week 2
 Period Begin: 12/27/2023
 Period End: 01/09/2024
 Call In Date: 01/10/2024 Week 2

Payroll rep: Harmison Laura

Technical Committee Report

TO: Kalamazoo Area Transportation Study Policy Committee

FROM: Steven Stepek, AICP, Executive Director

DATE: January 24, 2024

SUBJECT: Technical Committee Report

The Technical Committee met January 11, 2024 at 9:30 a.m.

STATUS REPORTS

TRANSIT and ROADS-

Transit. There were no public transportation updates.

ROADS-

Michigan Department of Transportation (MDOT). The US-131 corridor I-94 ramp project noise analysis determined the need for a noise wall installation on the northwest corner of the interchange. A public meeting is scheduled. An MDOT Complete Streets public survey is out.

Village of Augusta. The 2024 Washington Street bridge project is planned for a letting in the next month or two with construction this summer.

Road Commission of Kalamazoo County (RCKC). The Squires Drive from Drake Road to Ravine Road, including the roundabout at Drake Road and Squires Drive was in the January Letting and came in 0.8% underestimate. The project is estimated to start when the weather allows. RCKC is awaiting the contractor schedule for the W Avenue from 42nd St to 44th Street project. RCKC is awaiting the contractor schedule for the Douglas Avenue project from Mosel Avenue to the Kalamazoo City limits. With Transportation Improvement Program Amendment approval, the MN and Mercury project from 44th Street to East Michigan Avenue will be in the April Michigan Department of Transportation Letting. The paving projects on 9th Street from Stadium Drive to KL Avenue and Stadium Drive from 8th Street to 9th Street projects are targeted for June or July 2024.

City of Kalamazoo. The Ransom Street project will restart as weather allows. The Westnedge water main project will be the most impactful project of 2024. It will start in February or March and last through the season. Alternate north/south travel routes are recommended. The Whites Road from Oakland to Westnedge project will start in March. Traffic will be allowed in only one direction. The first of the two-way conversion projects, the Michikal Street project, is scheduled from April to June with reopening in July. Bronson Boulevard will be closed for bridge reconstruction. Public outreach with information on all 2024 construction projects is scheduled for January 16, 2024 from 4:30 p.m. to 6:30 p.m. at the Girl Scout Building at Maple and Crosstown.

City of Portage. The 2024 Portage Road project from Romence to I-94 will be appropriated in a February Bid Letting with construction planned from April through most of the summer. The Cooley Drive project is out for construction bids now. The 2025 West Milham and 2026 West Centre projects are under design. The project on Westnedge south of Centre is scheduled for 2024 construction.

LAND USE/PLANNING AND ZONING-

Village of Augusta. The village is starting on a comprehensive zoning plan.

Michigan Department of Transportation (MDOT). There are unfortunately no eligible transit agencies in our planning area that are entitled to the left-over Congestion Mitigation and Air Quality funds of approximately \$4.5 million dollars that will be distributed. Local agencies are encouraged to apply for the Michigan Infrastructure Office technical assistance funding. The fiscal year 2025 federal aid buyout program has been canceled. MDOT has posted transportation planner employment opportunities.

Oshtemo Township. The township is looking for a new Planning Director. The new Streets and Mobility Ordinance was presented to the township board this week. The ordinance focuses on access management and maintenance. There is increased interest in development on M-43/West Main corridor from Drake to 7th Street.

Comstock Township. Attorney meetings are scheduled for the ongoing lawsuit filed in federal court by Soil Friends against Comstock Township.



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TO: KATS Policy Committee
FROM: Steven Stepek, KATS Executive Director
DATE: January 22, 2024
SUBJECT: Southcentral Michigan Planning Council Report

During the month of December 2023, KATS staff worked on the Michigan Department of Transportation (MDOT) Planning Activities for the Southcentral Michigan Planning Council (SMPC). Work was concentrated in the following activities:

- Continued work on 2023 Federal Aid Road Condition Reports for each county in Region 3
- Continued to work with Rural Task Force and Small Urban eligible agencies to resolve programming issues and answer questions on procedures
- Started work on assisting MDOT with updating of the Highway Performance Monitoring Systems (HPMS) data for the 2023 sample segments. Each year the Federal Highway Administration sends a random sample of road segments to MDOT to have certain geometric, lane configuration, traffic control and construction data updated. MDOT takes responsibility for maintaining and updating data for most items but forwards a small subset of items to Regional Planning Agencies and Metropolitan Planning Organizations that local agencies are better able to address. KATS/SMPC staff sort the database, group by local agency and distribute each individual group to the appropriate local agency staff for them to update as necessary. Once updates are received they are reintegrated into the master spreadsheet and sent back to MDOT
- Generated materials for, facilitated, and generated and distributed minutes of the December 11 Rural Task Force #3 (RTF #3) meeting
- Updated the RTF #3 balance spreadsheet and submitted change requests for programming of approved project changes to JobNet for approval

Anticipated future activities include:

- Continued updating and entering project data in JobNet for the 2023 - 2026 Transportation Improvement Programs as project data sheets are submitted or as otherwise needed
- Scheduling and facilitating public meetings for consideration and approval of Rural Task Force and Small Urban changes to the 2023 – 2026 Transportation Improvement Program as needed.
- Completing and submitting updated HPMS data to MDOT
- Completing work on 2023 Federal Aid Road Condition Reports for the counties in Region 3, posting to the SMPC website and submitting to TAMC
- Attending PASER rating training and work on scheduling 2024 data collection

KALAMAZOO AREA TRANSPORTATION STUDY POLICY COMMITTEE

DRAFT Minutes of the December 20, 2023 Meeting

CALL TO ORDER

The December 20, 2023 Policy Committee Meeting was called to order at 9:04 a.m. at Metro in Kalamazoo, by Chairperson Thompson.

INTRODUCTIONS

Introductions were made by all present. Greg Kinney, Van Buren County, joined the meeting virtually.

ROLL CALL

Meeting attendance was recorded on the sign-in sheet.

MEMBERS PARTICIPATING

Curt Aardema	Central County Transportation Authority
Heather Bowden	Michigan Department of Transportation, Planning
Rob Britigan	City of Parchment
Marsha Drouin	Richland Township
Todd Hackenberg	Village of Lawton
Jeff Heppler	Village of Augusta
Sarah Joshi	Central County Transportation Authority
Greg Kinney	Van Buren County Road Commission
Judy Lemon	City of Galesburg
Pat McGinnis	City of Portage
Sherine Miller	Kalamazoo Township
Pete Pfeiffer	Michigan Department of Transportation, TSC
Chris Praedel	City of Kalamazoo
Aditya Rama	Kalamazoo County Transportation Authority
Jeff Sorensen	Cooper Township
Paul Sotherland	KATS Citizens' Advisory Committee
Jodi Stefforia	Comstock Township
Randy Thompson, Chair	Comstock Township
Don Ulsh	Schoolcraft Township
Jerry VanderRoest	Charleston Township

MEMBERS ABSENT

Tim Frisbie	Village of Vicksburg
John Gisler	Kalamazoo County
Robert Henderson	Van Buren Public Transit
Joanna Johnson	Road Commission of Kalamazoo County
Randy Smith	Brady Township

OTHERS PARTICIPATING

Sean McBride	Central County Transportation Authority
Sean McCann	Michigan State Senate
Megan Mickelson	Kalamazoo Area Transportation Study
Fred Nagler	Kalamazoo Area Transportation Study
Julie Rogers	Michigan House of Representatives
Elizabeth Rumick	Kalamazoo Area Transportation Study
Jodi Stefforia	Comstock Township
Steve Stepek	Kalamazoo Area Transportation Study
Ali Townsend	Kalamazoo Area Transportation Study

CHANGES OR ADDITIONS TO THE AGENDA

There were no changes or additions to the agenda.

APPROVAL OF THE AGENDA

Heppler moved, and it was duly seconded by Sorensen, **“to approve the agenda of the December 20, 2023 Policy Committee Meeting.”** MOTION CARRIED.

PUBLIC COMMENTS

Sorensen welcomed Michigan House of Representative Julie Rogers and State Senator Sean McCann. Members thanked them for attending.

CONSENT AGENDA

- ACCEPTANCE OF THE TREASURER REPORT
- ACCEPTANCE OF THE TECHNICAL COMMITTEE REPORT
- ACCEPTANCE OF THE SOUTHCENTRAL MICHIGAN PLANNING COUNCIL REPORT
- APPROVAL OF THE MINUTES FROM THE NOVEMBER 29, 2023 MEETING

Sorensen moved, and it was duly seconded by Drouin, **“to accept and approve the items on the Consent Agenda.”** MOTION CARRIED.

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Referring to the amendments enclosed in the meeting packet, Stepek explained the majority of the projects are traffic safety projects. Kalamazoo Area Transportation Study is excited to see the regionally significant US-131 at US-131 BR interchange project that has been discussed for nearly 20 years come to fruition. The project is required to go through the federal process even though it is not funded with any federal money. It is funded fully with state funds. Stepek clarified for Britigan that the project is shown twice on the TIP because the Michigan Department of Transportation separates projects by phase. One project refers to the right-of-way, the other refers to the construction phase. Members echoed Miller’s thanking State Representative Rogers and Senator McCann for assistance in obtaining funding for this project.

Sorensen moved, and it was duly seconded by Drouin, **“to approve the FY 2023-2026 Transportation Improvement Program Amendments.”** MOTION CARRIED.

2024 SAFETY PERFORMANCE MEASURES

Steppek noted the safety performance measure information was provided in the meeting packet. Steppek reminded attendees that every year Kalamazoo Area Transportation Study (KATS) adopts the statewide safety performance targets. The target is not a goal. The goal is zero deaths in all categories. However, the target or prediction of fatalities and serious injuries is increasing. KATS Technical Committee is revising the verbiage of our resolution of support to show decreasing trends of death and injury in our Metropolitan Planning Organization region. Once the resolution is approved by the Technical Committee, it will be presented for adoption here.

METRO MICROTRANSIT PRESENTATION

After opening remarks, Sean McBride of Metro introduced Sarah Joshi, Metro's Deputy Director of On-Demand Services for the presentation. Joshi explained what Microtransit is, the benefits of it, a map of the planned service area, and a projected timeline for the service. Metro released the Request for Proposals in October. A vendor is anticipated to be approved by the board in January. The Microtransit pilot program is planned to start in April 2024. McBride and Joshi answered questions relating to branding, drivers, vehicles, fares, sustainability, and other details.

PUBLIC TRANSPORTATION UPDATES

Aardema reported Metro's External Relations Committee participated in the Maple Hill Holiday Parade. The Central County Transportation Authority (CCTA) / Kalamazoo County Transportation Authority (KCTA) board approved the purchase of four new 40-foot diesel buses. The board approved an update of technology in middle-age buses. Rama added the Kalamazoo County Transportation Authority approved battery replacement on some hybrid buses and adjusted safety targets.

EXECUTIVE DIRECTOR'S REPORT

The updates are included in the meeting packet. Steppek added his biannual review is underway. Forward any comments or questions to Chair Randy Thompson. The Finance and Personnel Committee will meet in early 2024. The Kalamazoo Area Transportation Study Technical Committee elected new officers. Jodi Stefforia, Comstock Township and Anna Horner, Oshtemo Township are the new Chair and Vice-Chair, respectively.

NEW BUSINESS

No new business was brought forth.

PUBLIC COMMENTS

No citizens' comments were made.

MEMBER COMMENTS

In response to Sotherland's question, McBride and Aardema answered there is a small, free Amtrak short term parking lot adjacent to the railroad tracks off Rose Street. When traveling west on Kalamazoo Avenue, there is a small turn-off area for transportation drop-offs.

McGinnis reported the City of Portage East Central Avenue trail construction is out for bid. Construction is expected in 2024. The South Westnedge Avenue storm water relief project will be out for bid early next year with construction slated for next summer.

VanderRoest announced Charleston Township reviewed safety at six intersections. Two are major concerns. The Michigan Department of Transportation (MDOT) has a million-dollar project upcoming on MN and Mercury. VanderRoest recommended installation of a larger sign at M-343 and Sprinkle Road. It was determined that the Road Commission of Kalamazoo County has jurisdiction over other Sprinkle Road intersections where there are large signs. MDOT has jurisdiction over the intersection at M-343 and Sprinkle and will not be installing a bigger sign.

Heppler reported the Village of Augusta water project on the south side of the village has been completed. Plans are underway for the 2024 Washington Street bridge project.

Heppler provided the Kalamazoo County update. The County Commissioners held their last meeting of the year. Discussions included the new courthouse and parking for it.

Pfeiffer reported that the Michigan Department of Transportation (MDOT) M-40 south of I-94 interchange project in the Paw Paw area has been removed from the MDOT capital 5-year plan due to inflated prices. Design for the project continues as MDOT hopes to obtain future funding. The M-343 at Sprinkle Road project has been removed because it is unfunded. Those funds were reallocated to the I-94 westbound to US-131 northbound project scheduled for 2025.

Thompson reported the open house for the new Comstock Township Hall was well attended by approximately 125 people.

Attendees wished each other Merry Christmas, Happy Holiday, and Happy New Year.

ADJOURNMENT

There being no further business, Chairperson Thompson adjourned the meeting at 10:17 a.m.

The next meeting of the Kalamazoo Area Transportation Study Policy Committee will be held on Wednesday, January 31, 2024 at 9:00 a.m.

**KALAMAZOO AREA TRANSPORTATION STUDY
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM JANUARY 2024 AMENDMENTS**

What is the TIP?

The Transportation Improvement Program (TIP) is an outline of transportation projects programmed in the Kalamazoo Area Transportation Study (KATS) Planning Area for Fiscal Year (FY) 2023-26. This area includes all of Kalamazoo County and Almena Township, Antwerp Township, Paw Paw Township, Waverly Township, and the Villages of Paw Paw, Lawton, and Mattawan in Van Buren County.

The Metropolitan Planning Area

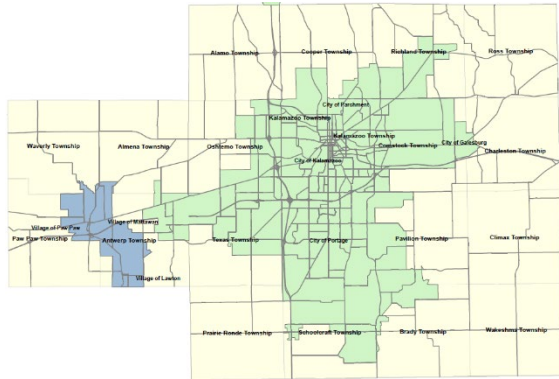


Figure 1: Map of KATS MPO and Urbanized Area

The TIP, as required by federal regulations, addresses all projects proposed to use federal transportation funding within the KATS area. Everyone who lives, works, attends school, visits, or travels through our region is affected by these projects. The TIP responds to the everchanging needs of all users and includes maintenance, public transit, bikeway, sidewalk, bridge, traffic signal, and other projects.

Development of the TIP

The TIP covers a four-year period but is updated every three years to ensure an efficient transition between programs. The program is developed using the continuing, cooperative, and comprehensive planning process with state and

federal transportation agencies, public transit agencies, local governments, and residents. To be included in the TIP, projects must have committed funding and provide project details.

Amending the TIP

KATS regularly amends the TIP to reflect new and changing projects. The KATS staff may approve minor changes, but certain modifications are more significant and require KATS to approve a formal amendment to the TIP. These modifications include:

- Cost changes that exceed percentage thresholds
- Major changes that affect project scope
- Additions and Deletions

The TIP Process

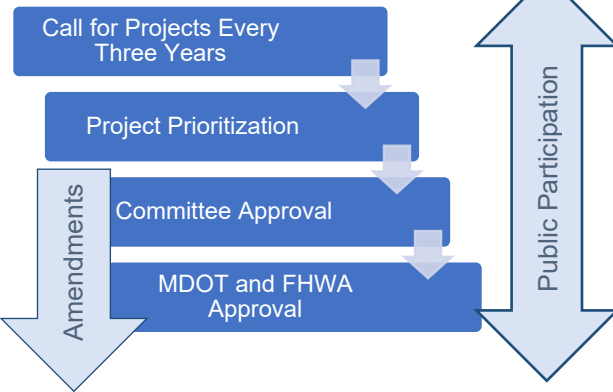
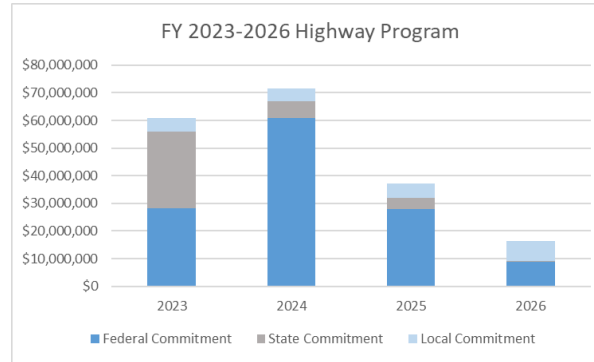
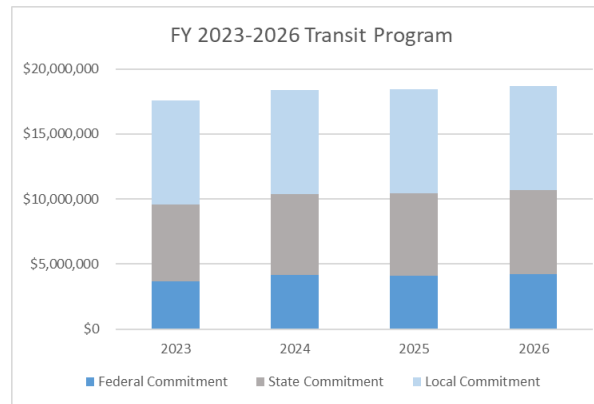


Figure 2: KATS Transportation Improvement Process

The Metropolitan Transportation Plan

The Kalamazoo Area Transportation Study also develops the region's long-term Metropolitan Transportation Plan (MTP). The MTP covers more than 20 years of planning efforts and must be updated every four years. The short-range projects included in the TIP must be consistent with the long-range planning efforts included in the MTP.



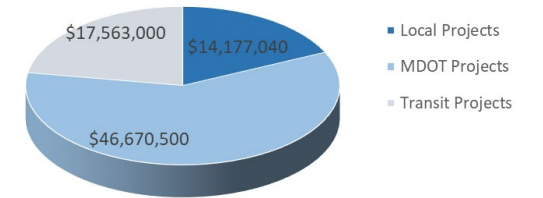
Charts above represent funding at TIP adoption.

For more information visit www.KATSmpo.org

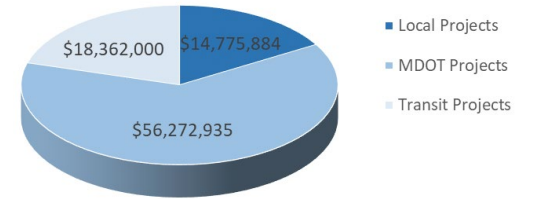
Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program (TIP) will satisfy the Program of Projects (POP) requirements for the following grantees: The Kalamazoo County Transportation Authority, the Central County Transportation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

FY 2023-2026 TIP Fiscal Constraint

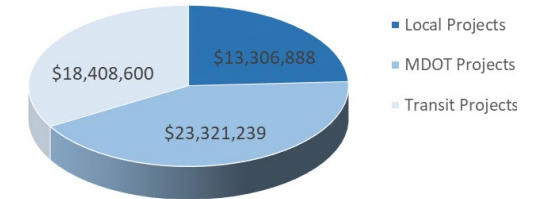
2023 Total Commitments



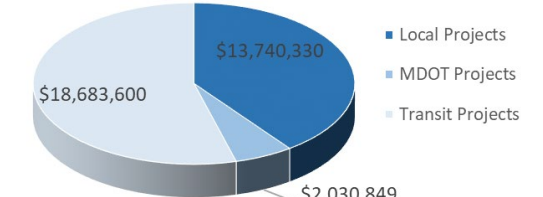
2024 Total Commitments



2025 Total Commitments



2026 Total Commitments



Kalamazoo Area Transportation Study
 FY 2023-2026 Transportation Improvement Program
 January 2024 Amendments (1/31/24)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Federal Cost	State Cost	Local Cost	Total Phase Cost	Amendment Type	Comments	Total Project Cost
2025	216407	CON	Kalamazoo County	Q Ave E	29th Street to 34th Street	Road Rehabilitation	One Course Asphalt Overlay	\$1,219,000	\$461,811	\$69,189	\$1,750,000	Budget over 24%		\$2,187,500
2024	216404	CON	Kalamazoo County	Mercury Dr	MN Avenue to E. Michigan	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$373,842	\$162,603	\$0	\$536,445	Budget over 24%		\$773,445
2024	220577	CON	Grand Trunk Western RR	Sprinkle Rd	At GTW Railroad in the Kalamazoo Township, Kalamazoo County	Railroad	extend cantilevers and install gates	\$450,000	\$50,000	\$0	\$500,000	Addition		\$500,000
2025	201119	CON	MDOT	M-343	at Sprinkle Road in Kalamazoo County	Minor Widening	Construct Dual Left and Right Turn Lanes	\$2,529,984	\$561,017	\$0	\$3,091,000	Abandoned		\$320,000

Draft for Public Comment

**Transportation Conformity Determination Report for
the 1997 Ozone NAAQS**

**Kalamazoo – Battle Creek Limited Orphan
Maintenance Area
(Calhoun, Kalamazoo, and Van Buren Counties)**

December 29, 2023

Prepared by:
Kalamazoo Area Transportation Study (KATS)
5220 Lovers Lane, Suite 110
Portage, MI 49002
269-343-0766
www.katsmpo.org

in cooperation with

Battle Creek Area Transportation Study (BCATS)
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EXECUTIVE SUMMARY

As part of its transportation planning process, the Kalamazoo Area Transportation Study (KATS), the Battle Creek Area Transportation Study (BCATS), and relevant portions of the State Transportation Improvement Plan (STIP) completed the transportation conformity process for the 2023-2026 Transportation Improvement Programs (TIPs) as well as the KATS 2050 Metropolitan Transportation Plan (MTP), and BCATS 2045 Metropolitan Transportation Plan (MTP). This conformity report was triggered by a non-exempt project included in KATS TIP Amendment #11.

The conformity report documents that the KATS 2050 MTP, BCATS 2045 MTP, and both associated 2023-2026 TIPs, as well as the STIP in Calhoun and Van Buren County meet the federal transportation conformity requirements in 40 CFR Part 93 Subpart A.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones. 42 U.S.C. 7506(c)(1). United States Environmental Protection Agency’s (EPA) transportation conformity rules establish the criteria and procedures for determining whether the MTPs, TIPs, and federally supported highway and transit projects conform to the SIP, 40 CFR Parts 51.390 and 93 Subpart A.

On February 16, 2018, the United States Court of Appeals for the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after February 16, 2019. The Kalamazoo - Battle Creek area (Calhoun, Kalamazoo and Van Buren counties) was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. It was also

designated attainment for the 2015 ozone NAAQS on January 16 and August 3, 2018. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the LRTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93 Subpart A, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 BACKGROUND

1.1 TRANSPORTATION CONFORMITY PROCESS

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements was first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and projects are consistent with (“conform to”) the state’s air quality goals in the SIP. This document has been prepared for state and local officials who are involved in decision-making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 CONFORMITY AREA

The conformity area consists of three counties: Calhoun, Kalamazoo and Van Buren. Within the boundary are the metropolitan planning organizations (MPOs) of KATS and BCATS as well as the rural projects contained in the STIP in Calhoun and Van Buren County.

Findings of the transportation conformity report are for transportation activities contained within the conformity area.

1.3 ATTAINMENT STATUS

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS. Calhoun, Kalamazoo and Van Buren counties were designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment, approving and finding adequate motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x) for the year 2018. The area was placed into maintenance; this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone NAAQS, revoking the requirement to do transportation conformity for areas that were in maintenance.

On April 6, 2015, the EPA completely revoked the 1997 ozone NAAQS, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, FHWA began requiring areas in the country to conduct conformity if they were a maintenance area for the 1997

ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast II*. The Kalamazoo - Battle Creek conformity area was one of these areas. Later, this was amended to require MPOs to have a conformity in place on February 16, 2019 and conduct conformity going forward.

Calhoun County was designated Jan. 16. 2018 as attainment for the 2015 ozone standard. On August 3, 2018, the EPA designated both Kalamazoo and Van Buren counties as attainment for the strengthened 2015 ozone NAAQS.

On December 4, 2019, the EPA proposed a rule that the Kalamazoo - Battle Creek 1997 ozone maintenance area be considered for a limited maintenance plan for the area's second maintenance period. To be considered for a limited maintenance plan, the area must show the design value to be well below the NAAQS and the area's levels of air quality are unlikely to violate the NAAQS in the future. Areas with limited maintenance plans are not required to conduct emission modeling for conformity.

On April 6, 2020, the limited (second) maintenance plan for the Kalamazoo - Battle Creek 1997 ozone NAAQS took effect (85 FR 13057.)

2.0 LONG-RANGE TRANSPORTATION PLAN OR METROPOLITAN TRANSPORTATION PLAN

The Long-Range Transportation Plan (LRTP), also referred to as an MTP, is developed by the MPO to establish a long-term transportation plan. An LRTP is federally required for MPOs to receive federal funding and must provide a 20-year (or longer) horizon. Plans are required to be updated every four to five years. The purpose of an LRTP is to assess future needs of the area's transportation system and set goals to meet those needs. The planning process can enhance quality of life by fostering the mobility of people and freight in an effective and safe method.

Findings of the transportation conformity report are for transportation activities contained within the conformity area.

3.0 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects and strategies from the LRTP.

The TIP identifies proposed projects developed by local agencies in accordance with the joint regulations of the FHWA and the FTA. These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative planning process. This planning process includes local jurisdictions, transit agencies, and state and federal transportation officials.

Findings of this transportation conformity report are for transportation activities contained within the conformity area. The KATS, BCATS, and the rural STIP developed new 2023 to 2026 TIPs in 2022. This conformity report was triggered by an amendment in the KATS MPO area with a non-exempt project. The conformity report ensures that the TIPs in the maintenance area satisfy their obligation to the CAA. This analysis also includes both areas' MTPs. This report evaluates transportation activities contained in:

- KATS 2050 MTP,
- KATS 2023-2026 TIP,
- BCATS 2045 MTP,
- BCATS 2023-2026 TIP, and
- STIP projects in Calhoun and Van Buren County

4.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended MTPs and TIPs. FHWA/FTA made its 1997 ozone NAAQS conformity determination for the 2040 LRTPs and 2017 -2020 TIPs on May 30, 2019. Conformity will now be required no less frequently than every four years. This conformity determination report will address transportation conformity for the new 2023-2026 TIPs and rural STIP, as well as the 2045 MTP for BCATS and KATS 2050 MTP. This conformity report was triggered by an amendment in the KATS MPO area with a non-exempt project.

5.0 TRANSPORTATION CONFORMITY REQUIREMENTS

5.1 OVERVIEW

On November 29, 2018, EPA issued the **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012). The area was designated attainment for the 2008 ozone NAAQS on May 21, 2012, and January 16 and August 3, 2018, for the 2015 ozone NAAQS.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision," EPA-420-B-18-050, available on the web at www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs includes: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for an NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the KATS 2050 MTP, BCATS 2045 MTP, both 2023-2026 TIPs, and the rural STIP in Calhoun and Van Buren County can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110),
- Consultation (93.112),
- Transportation Control Measures (93.113), and
- Fiscal constraint (93.108).

5.2 LATEST PLANNING ASSUMPTIONS

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of the latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Michigan SIP does not include any TCMs (see also Section 5.4).

5.3 CONSULTATION REQUIREMENTS

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with KATS, BCATS, the Michigan Department of Transportation (MDOT), the Michigan Department of Environment, Great Lakes, and Energy (EGLE), FHWA, FTA, and EPA. A summary of the Michigan Transportation Interagency Workgroup (MITC-IAWG) meeting November 29, 2023 and relevant interagency consultation correspondence related to this conformity is in Appendix A. Interagency consultation was conducted consistent with Michigan's conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Public Participation Plan adopted by the MPO Policy Committee establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPOs make a determination

A formal public comment period for the new conformity report will be held from December 29, 2023 through January 31, 2024 for the KATS.

Any public comments received and responses to those comments can be found in Appendix C.

The KATS Policy Committee will make a conformity determination through meeting minutes at the KATS Policy Committee Meeting on January 31, 2024, pending any comments.

5.4 TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

The Michigan SIP does not include any TCMs.

5.5 FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The LRTPs and 2023-2026 TIPs are fiscally constrained, as demonstrated in:

- BCATS 2045 MTP, Chapter 15 Financial Plan,
- BCATS 2023-2026 TIP, Financial Plan,
- KATS 2050 MTP, Chapter 10 Moving Forward,
- KATS 2023-2026 TIP, Financial Plan, and
- 2023-2026 STIP for Calhoun and VanBuren County.

6.0 CONCLUSION

The conformity determination process completed for the KATS 2050 MTP, BCATS 2045 MTP, both 2023-2026 TIPs, and the 2023-2026 STIP for Calhoun and Van Buren County demonstrates that these planning documents meet the CAA and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A: Meeting Summary of Interagency Workgroups

Summary of Email Meeting

Michigan Transportation Conformity Interagency Workgroups

Kalamazoo - Battle Creek 1997 Ozone Orphan Maintenance Area

(Calhoun, Kalamazoo and Van Buren counties)

For FY 2023-2036 Transportation Improvement Program Amendment #11

Wednesday, November 29, 2023

An email was sent out on November 29, 2023 to the MITC-IAWG Members and Partners, listed as “in attendance” on pages 14 and 15, to conduct the meeting. The email read,

“All,

Please see the attached December 2023 Proposed TIP Amendments.

KATS Staff believes all the projects, with the exception of JN 212745, are exempt per the adopted guidelines.

KATS Staff has identified JN 212745 as being non-exempt. The project will add additional capacity to the interchange of US-131 and US-131BR. It will complete the interchange, adding southbound movements by adding two additional large ramps to connect the roadways.

If the IAWG concurs with KATS Staff (all projects exempt, except JN 212745), KATS will work to update our Air Quality Conformity Report for the TIP. If anyone has any questions, or would like a brief virtual meeting to discuss, please let me know.

IAWG members are requested to "concur" or "do not concur." Only one response from each member agency of the IAWG is required.”

Proposed projects for TIP Amendment #11 were included in the email. The list of the proposed projects is included in Appendix D.

<u>Name</u>	<u>Agency</u>
In attendance:	
Jeff Franklin	Battle Creek Area Transportation Study (BCATS)
Pat Karr	BCATS
Andy Tilma	BCATS
Michael Leslie	Environmental Protection Agency (EPA)
Christina Ignasiak	Federal Highway Administration (FHWA)
Andrew Sibold	FHWA
Jenny Staroska	FHWA
Kathleen Russell	Federal Transit Administration (FTA)
Susan Weber	FTA
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Heather Bowden	Michigan Department of Transportation (MDOT)
Fred Featherly	MDOT
Ryan Gladding	MDOT
Joshua Grab	MDOT
Mark Kloha	MDOT
Lane Masoud	MDOT

Don Mayle	MDOT
Daniela Khavajian	MDOT
Brad Peterson	MDOT
Donna Wittl	MDOT
Megan Mickelson	KATS
Steve Stepek	KATS
Ali Townsend	KATS

Projects for the KATS Transportation Improvement Program Amendment #11 were reviewed. All projects were deemed exempt except for one. Projects for the amendment are included in Appendix D.

Members and partners of MITC-IAWG for Kalamazoo-Battle Creek Limited Orphan Maintenance Area were asked to review the projects and reply to the email with “concur” if they agreed with the recommendations.

Agency	Name	Concur	No response
<i>Required one response per agency</i>			
EPA	Michael Leslie		X
FHWA	Andrew Sibold Christina Nicholaides Jenny Staroska	X	
FTA	Susan Weber Kathleen Russell	X	
EGLE	Breanna Bukowski	X	
MDOT	Donna Wittl		X
MDOT	Heather Bowden	X	
MDOT	Don Mayle		X
MPO	Steve Stepek Megan Mickelson Ali Townsend	X	
MPO	Pat Karr Jeff Franklin Andy Tilma	X	
MDOT	Mark Kloha		X
MDOT-Region	Josh Grab		X
MDOT	Brad Peterson Lane Masoud		X
MDOT	Daniela Khavajian		X
MDOT	Ryan Gladding		X
MDOT-OPT	Fred Featherly		X

Before members and partners of MITC-IAWG for Kalamazoo-Battle Creek Limited Orphan Maintenance Area sent their email responses of concurrence, there was discussion

regarding project JN 220182 and JN 212745. Attached below is the email chain of the meeting summary prior to responses of concurrence.

Wittl, Donna (MDOT)

Nov 29, 2023, 1:35 PM ☆ ↶

to me, tilmaa, Joshua, Christina, Heather, BCATS, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Steve, Andrew, Jeff, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

Greetings Ali,

Could more information be provided for job number 220182, CON phase, adding a 6.3 mile center turn lane. As listed the project would be non-exempt. Also, the CON phase of Job number 212745 is non-exempt but the Row phase of the project is exempt. The air quality field in the spreadsheet provided was blank; it would be useful to add status when all the jobs are not exempt and when providing list with the new conformity report.

Thanks,

Donna Wittl
Air Quality Conformity Specialist
Statewide & Urban Travel Analysis Section
Michigan Department of Transportation
517-335-4620
WittlD@Michigan.gov

Steve Stepek

Nov 29, 2023, 3:46 PM ☆ ↶ ⋮

to Donna, me, tilmaa, Joshua, Christina, Heather, BCATS, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Andrew, Jeff, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

Donna,

Since JN 220182 is funded with HSIP, and HSIP implementation is exempt, KATS' assumption is that the project will "correct, improve, or eliminate a hazardous location or feature." If the group would prefer that it be listed as non-exempt, we can make that change.

The Air Quality field on the spreadsheet is blank since no determination from this group has been documented on the projects and therefore not identified in JobNet. Once we have the documentation from this group, the listing will be updated within the LOMA document (exempt, non-exempt). In the future we'd be happy to highlight any additional non-exempt projects so they are easier to find on the spreadsheet.

Regards,

Steve

--
Steve Stepek, AICP
Executive Director
Kalamazoo Area Transportation Study

Wittl, Donna (MDOT)

Nov 29, 2023, 4:33 PM ☆ ↶ ⋮

to Steve, me, tilmaa, Joshua, Christina, Heather, BCATS, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Andrew, Jeff, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

Hi Steve,

Could you point to the regulation that shows that HSIP funded projects are exempt? The IAWG has not used that regulation before. Appreciate the clarification on the other questions.

Thanks,

Donna

Steve Stepek

to Donna, me, tilmaa, Joshua, Christina, Heather, BCATS, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Andrew, Jeff, Don, Kathleen, Susan, Lane, Mark, karrp, Brad

Nov 29, 2023, 4:50 PM ☆ ↶ ⋮

Donna,

I'm going based off 40 CFR 93.126. Excerpt is below. This was also discussed during some of our Jobnet development in regards to roundabouts, etc. Like I said, if this isn't the correct interpretation, or the group would prefer it be non-exempt, we're happy to make the change. This was just our thought process on including it as exempt.

Table 2—Exempt Projects

Safety

Railroad/highway crossing.

Projects that correct, improve, or eliminate a hazardous location or feature.

Safer non-Federal-aid system roads.

Shoulder improvements.

Increasing sight distance.

Highway Safety Improvement Program implementation.

Traffic control devices and operating assistance other than signalization projects.

Railroad/highway crossing warning devices.

Guardrails, median barriers, crash cushions.

Pavement resurfacing and/or rehabilitation.

Pavement marking.

Emergency relief ([23 U.S.C. 125](#)).

Fencing.

Skid treatments.

Safety roadside rest areas.

Adding medians.

Truck climbing lanes outside the urbanized area.

Lighting improvements.

Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Emergency truck pullovers.

Jeff Franklin

Nov 29, 2023, 4:58 PM ☆ ↶ ⋮

to Steve, Donna, me, tilmaa, Joshua, Christina, Heather, bcats, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Andrew, Don, Kathleen, Susan, Lane, Mark, karrp, Brad

Should it add to the discussion, rather than detract:

The job 220182 reads as non-continuous left turn lane construction over 5 intersections – intersection only center left lane would fit my understanding of HSIP typical safety improvement; (and the overall budget of this CON phase fits more with intersection widening than it would a continuous 6.3 mile left turn lane).

I particularly like the safety improvement of a center left lane on G Avenue at 32nd and 35th. 😊

Location (Report)M-343 to 38th Street

Work Description

Work (Report)Construct Center Left Turn Lane

Work (Detailed)Construct Center Left Turn Lane at 5 intersections: 28th, 31st, 32nd, 35th, and 38th

Jeff Franklin

Executive Director

Battle Creek Area Transportation Study

601 Avenue A, Springfield, MI 49037

269-963-1158

bcats@bcatsmpo.org

...

Wittl, Donna (MDOT)

Nov 30, 2023, 8:29 AM ☆ ↶ ⋮

to Jeff, Steve, me, tilmaa, Joshua, Christina, Heather, bcats, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Andrew, Don, Kathleen, Susan, Lane, Mark, karrp, Brad

All-

Jeff thanks for clarification on job 220182. If the description is changed to reflect a non-continuous left turn lane – intersection only center left turn lanes at 5 intersections: 28th, 31st, 32nd, 35th, and 38th. That would fit the group's current policies for an exempt project.

Steve – if you would like to have the project be exempt because it is being funded through a Highway Safety Improvement Program. The group should have discussions because in the past a member of the group had an issue with saying all HSIP projects were exempt. Things have changed over the years and revisiting this might be a good idea.

Thanks,

Donna

Steve Stepek, AICP

Nov 30, 2023, 8:40 AM ☆ ↶ ⋮

to Donna, Jeff, me, tilmaa, Joshua, Christina, Heather, bcats, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Andrew, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

Donna,

I'm all for exemption for HSIP, since to me, that is what the CFR says. Since this email chain is our meeting, I'd ask everyone to send their opinion with their response to the original email.

I'll get a hold of the MDOT safety person that programmed the job and try to have them clean up the description.

I appreciate all the discussion.

Regards,
Steve

The email chain in response to the original email is attached below.

Jeff Franklin

Nov 30, 2023, 11:24 AM ☆ ↶ ⋮

to me, tilmaa, Josh, Christina, Heather, bcats, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Steve, Donna, Andrew, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

BCATS concurs. (212745 CON is non-exempt, as KATS staff identified. 220182 is exempt, as a typical HSIP eligible safety project).

Regarding the 'policy matter' of whether HSIP funded projects ought to always be determined AQ conformity Exempt –

BCATS appreciates a case-by-case IAWG discussion of these potential projects, as sometimes HSIP funding is applied to something atypical of the thought of eligible safety project. We've proven today that allowing IAWG discussion on such projects is worthwhile. BCATS would likely support HSIP projects as generally AQ conformity Exempt, per 40 CFR 93.126, however would reserve the right to challenge during our IAWG discussion.

Jeff Franklin

Executive Director
Battle Creek Area Transportation Study
601 Avenue A, Springfield, MI 49037
269-963-1158
bcats@bcatsmpo.org

Bowden, Heather (MDOT)

Nov 30, 2023, 12:50 PM ☆ ↶ ⋮

to Breanna, me, tilmaa, Joshua, Christina, BCATS, Daniela, Megan, Fred, Mike, Jenny, Ryan, Steve, Donna, Andrew, Jeff, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

Concur and I also appreciate the discussion.

I checked the MITC-IAWG Policies for Reviewing Projects for Kalamazoo-Battle Creek Limited Orphan Maintenance Area (Kalamazoo, Calhoun, and Van Buren Counties) and I would concur that project 220182 meets:

General Policies #6 on Page 1 - Adding a center turn lane of 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous feature.

Thanks,
Heather

Steve Stepek

Fri, Dec 1, 8:09 AM ☆ ↶ ⋮

to Breanna, Jeff, me, tilmaa, Josh, Christina, Heather, bcats, Daniela, Megan, Fred, Mike, Jenny, Ryan, Donna, Andrew, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

All,

As an update, MDOT safety has updated the description of 220182 to state it is a non-continuous left turn lane.

Reminder to please get your comments (concur/non-concur) to KATS by Wednesday the 6th.

Regards,
Steve

--

Steve Stepek, AICP
Executive Director
Kalamazoo Area Transportation Study

Bukowski, Breanna (EGLE)

Mon, Dec 4, 2:41 PM ☆ ↶ ⋮

to Steve, Jeff, me, tilmaa, Joshua, Christina, Heather, bcats, Daniela, Megan, Fred, Mike, Jenny, Ryan, Donna, Andrew, Don, Kathleen, Susan, Lane, Mark, karrp, Brad ▾

I concur.

Thanks,
Breanna

Staroska, Jenny (FHWA)

Mon, Dec 4, 4:17 PM ☆ ↶ ⋮

to Kathleen, me, Andy, Josh, Christina, Heather, BCATS, Breanna, Daniela, Megan, Fred, Mike, Ryan, Steven, Donna, Andrew, Jeff, Don, Susan, Lane, Mark, karrp, Brad ▾

FHWA concurs.

Thanks for facilitating the project description update for 220182, Steve.

For reference, 40 CFR 93.126 specifies:

"A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see [§ 93.105\(c\)\(1\)\(iii\)](#)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason."

Thank you,

Jenny Staroska, Community Planner, PLA, LEED AP, (she)

Federal Highway Administration, Michigan Division [Call me on Teams](#)

Russell, Kathleen (FTA)

Dec 5, 2023, 3:03 PM ☆ ↶

to me, Andy, Josh, Christina, Heather, BCATS, Breanna, Daniela, Megan, Fred, Mike, Jenny, Ryan, Steven, Donna, Andrew, Jeff, Don, Susan, Lane, Mark, karrp, Brad ▾

FTA concurs.

Best,

Kathleen

Kathleen Russell, AICP

Community Planner | Financial Management & Program Oversight

Federal Transit Administration

O: 312-886-1600 | E: kathleen.russell@dot.gov

Appendix B: MITC-IAWG Policies for Reviewing Projects

MITC-IAWG Policies for Reviewing Projects for

Kalamazoo-Battle Creek Limited Orphan Maintenance Area (Kalamazoo, Calhoun, and Van Buren Counties)

Policies were reviewed and agreed to by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) for the above areas at the September 15, 2021 meeting.

The Transportation Conformity State Implementation Plan Memorandum of Agreement defines roles, responsibilities, and regulations for interagency workgroups in Michigan.

General Policies:

1. Definition of an air quality regionally significant project:
A transportation project on a facility that serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, and transportation terminals), and would normally be included in the travel demand model. At a minimum, includes principal arterials (national functional classification 1, 2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.
2. Traffic circles and roundabouts: exempt; intersection channelization project.
3. Auxiliary lanes if 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous location or feature. EPA/FHWA policy November 2017.
4. Ramp metering: exempt; projects that correct, improve, or eliminate a hazardous location or feature. EPA/FHWA policy November 2017.

5. Addition of right-turn lane or left-turn lane at an intersection, individual lane length less than half a mile: exempt; projects that correct, improve, or eliminate a hazardous feature; or notable to be modeled with the travel demand model.

6. Adding a center turn lane of 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous feature.

7. Adding a through lane of less than half a mile: exempt; projects that correct, improve, or eliminate a hazardous feature.

8. Road diets:

a. Four to three lanes: four through-lanes to two through-lanes with dual center left-turn lane if length is 1 mile or less: exempt; projects that correct, improve, or eliminate a hazardous location or feature.

b. Other types of road diets must provide information on the Road Diet Questionnaire to be considered for exempt status. If information is not provided road diet will be considered non- exempt.

i. Road diet questionnaire process:

1. Road Diet Questionnaire will be filled out either by local road agency or MPO staff.
2. The road diet will be identified in project list and the road diet questionnaire sent to the MITC-IAWG.
3. MITC-IAWG members reply via email if they consider the project exempt.
4. If no objection to the project as exempt is received, no further action is required.
5. If a member believes the project is non-exempt, a conference call will be held to discuss the project.

9. For amendments to only change the cost of a project or projects, the previous air quality status (exempt or non-exempt) will remain for each project. The MITC-IAWG will not need to review the project again. The MPO for TIP projects and MDOT for rural STIP projects will be responsible for ensuring that only cost changed. A statement attached to the amendment when submitted will state only costs have changed. The statement will also list when the last time each project was reviewed by the MITC-IAWG.

10. Projects included in a General Project Account (GPA) have to be exempt. GPAs should be reviewed by MITC-IAWG to confirm exempt status.

Specific Policies:

Nonattainment Areas:

1. If a non-exempt project is part of an amendment, a conference call MITC-IAWG is required.

2. If all projects in the amendment are exempt, an MITC-IAWG can be conducted by e-mail.
 - a. Process to conduct a MITC-IAWG through e-mail:
 - i. The MPO will e-mail the IAWG requesting concurrence that all projects are exempt.
 - ii. The list of projects is attached to the email. Spreadsheet should include fields required for MITC-IAWG review.
 - iii. The IAWG members will have five business days, starting the day after the e-mail project list is sent to review. IAWG members are requested to respond “concur” or “do not concur.” Only one response from each member agency of the IAWG is required. Others are encouraged to respond since they have knowledge that is important to the group.
 - iv. The date of the IAWG will be the date the e-mail request is sent.
 - v. The meeting summary will be sent to the MITC-IAWG. A basic e-mail format has been established.
3. Projects are grouped into analysis years based on the year the project will be open to traffic.
4. Moving a non-exempt project within an analysis year group can be done as part of an e-mail IAWG. The situation should be explained in the air quality comment field.
5. All projects that can be modeled in the travel demand model will be modeled regardless of exempt status when a new conformity analysis is conducted.

Limited Orphan Maintenance Area (LOMA) or Orphan Maintenance Area (OMA):

1. All MITC-IAWGs can be conducted by e-mail.
2. Process to conduct a MITC-IAWG through e-mail:
 1. The MPO will e-mail the IAWG requesting concurrence of projects for TIP and MDOT will email for rural STIP.
 2. The list of projects for review should be attached in a spreadsheet which includes fields needed by the MITC-IAWG to make decisions.
 3. The IAWG members will have five business days, starting the day after the e-mail project list is sent to review. IAWG members are requested to respond “concur” or “do not concur.” Only one response from each member agency of the IAWG is required. Others are encouraged to respond since they have knowledge that is important to the group.
 4. The date of the IAWG will be the date the e-mail request is sent.
 5. A meeting summary will be sent to the MITC-IAWG.
 6. If an amendment contains a non-exempt project a new conformity report will be needed.

Appendix C: Comments and Responses

Appendix D: Projects Evaluated for Conformity

All previously evaluated projects' information can be found in their respective documents: BCATS 2045 MTP; BCATS 2023-2026 TIP; KATS 2050 MTP; KATS 2023-2026 TIP; or 2023-2026 STIP for Calhoun and Van Buren County.

Beginning on page 25, all the projects evaluated via an MITC-IAWG email meeting on November 29, 2023 are attached.

Kalamazoo Area Transportation Study
 FY 2023-2026 Transportation Improvement Program
 December 2023 Amendments (12/20/23)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Project Mileage	Primary Work Type	Project Description	Federal Cost	State Cost	Local Cost	Total Phase Cost	GPA	Comments	Total Project Cost	AQ Determination
2024	220121	CON	Kalamazoo	Citywide	Various Locations - City of Kalamazoo	1.476	Traffic Safety	Safety Improvements for VRU - RRFB's	\$256,816	\$0	\$217,374	\$474,190	Not Applicable		\$592,738	Exempt
2024	220122	CON	Kalamazoo	Citywide	Various Locations - City of Kalamazoo	2.111	Traffic Safety	Safety Improvements for VRU - RRFB's	\$517,262	\$0	\$129,315	\$646,577	Not Applicable		\$808,222	Exempt
2026	215034	CON	MDOT	I-94	under Sprinkle Road, Kalamazoo County	0	Bridge CSM	Healer Sealer, Reseal Joints, Bridge Rail Repair	\$84,600	\$9,400	\$0	\$94,000	Not Applicable		\$110,000	Exempt
2025	220182	CON	Kalamazoo County	E G Ave	M-343 to 38th Street	6.394	Traffic Safety	Construct non-continuous center left turn lane - only center left turn lanes at 5 intersections: 28th, 31st, 32nd, 35th, and 38th	\$750,000	\$0	\$248,000	\$998,000	Not Applicable		\$1,247,500	Exempt
2025	220184	CON	Kalamazoo County	Sprinkle Rd	from 0.11 miles north of Lake Street to I-94-BL	0.993	Traffic Safety	rumble strips	\$750,000	\$0	\$365,000	\$1,115,000	Not Applicable		\$1,393,750	Exempt
2024	219289	PE	MDOT	I-94 E	I-94 Van Buren and Kalamazoo County	7.209	Road Capital Preventive Maintenance	Concrete Pavement Repairs	\$49,500	\$5,500	\$0	\$80,000	Not Applicable		\$1,214,054	Exempt
2025	220115	CON	Kalamazoo	Citywide	Safety Improvement at 6 Locations on Park	2.855	Traffic Safety	Safety Improvements for VRU - RRFB's	\$461,722	\$0	\$51,302	\$513,024	Not Applicable		\$628,454	Exempt
2024	219289	CON	MDOT	I-94 E	I-94 Van Buren and Kalamazoo County	7.209	Road Capital Preventive Maintenance	Concrete Pavement Repairs	\$711,312	\$79,035	\$0	\$1,134,054	Not Applicable		\$1,214,054	Exempt
2024	219294	PE	MDOT	Regionwide	I-94 and US-131 locations in KATS	55.333	Road Capital Preventive Maintenance	Crack Seal	\$22,509	\$4,991	\$0	\$75,000	Not Applicable		\$1,175,000	Exempt
2024	212745	ROW	MDOT	US-131	At US-131BS in Oshtemo Township, Kalamazoo County.	3.534	Major Widening	Construct interchange ramps on US-131 at US-131BR.	\$0	\$0	\$150,000	\$150,000	Not Applicable		\$28,700,000	Exempt
2024	218749	PE	MDOT	M-43	M-40, M-43	87.815	Traffic Safety	Sign project to upgrade intersections to SIGN-145-A Detail	\$6,210	\$690	\$0	\$21,323	Not Applicable		\$507,495	Exempt
2025	219294	CON	MDOT	Regionwide	I-94 and US-131 Locations	55.333	Road Capital Preventive Maintenance	Crack Seal	\$333,130	\$73,871	\$0	\$1,100,000	Not Applicable		\$1,175,000	Exempt
2025	212745	CON	MDOT	US-131	At US-131BS in Oshtemo Township, Kalamazoo County.	3.534	Major Widening	Construct interchange ramps on US-131 at US-131BR.	\$0	\$0	\$26,750,000	\$26,750,000	Not Applicable		\$28,700,000	Non-exempt
2025	220102	CON	Kalamazoo	Citywide	8 Locations on Park Street in the City of Kalamazoo	1.199	Traffic Safety	Safety Improvements for VRU - RRFB's	\$264,201	\$0	\$29,356	\$293,557	Not Applicable		\$366,947	Exempt
2024	218784	ROW	MDOT	Regionwide	West Main (Old M-43)	1.446	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	\$1,800	\$175	\$25	\$12,000	Not Applicable		\$1,286,321	Exempt

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Project Mileage	Primary Work Type	Project Description	Federal Cost	State Cost	Local Cost	Total Phase Cost	GPA	Comments	Total Project Cost	AQ Determination
2024	218749	CON	MDOT	M-43	M-40, M-43	87.815	Traffic Safety	Sign project to upgrade intersections to SIGN-145-A Detail	\$141,584	\$15,732	\$0	\$486,172	Not Applicable		\$507,495	Exempt
2025	211815	CON	MDOT	M-51	M-43, M-51	62.283	Traffic Safety	Durable all-weather markings with centerline and shoulder corrugations	\$143,442	\$15,938	\$0	\$578,000	Not Applicable		\$583,000	Exempt



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 17, 2023

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the state targets for the federally required safety performance measures for calendar year 2024. MDOT appreciates the efforts your Metropolitan Planning Organization (MPO) has made to participate in the coordination process for the safety performance measure.

State Safety Targets for Calendar Year 2024:

Safety Performance Measure (5 year rolling average)	Baseline Condition (2018-2022)	2024 Targets (2020-2024)
Fatalities	1,061.6	1,109.2
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.099	1.152
Serious Injuries	5,681.8	5,785.0
Serious Injury Rate per 100 million VMT	5.863	5.999
Nonmotorized Fatalities and Serious Injuries (Pedestrian and Bicycle)	734.0	710.8

Federal Law and regulations require that MPOs establish targets not later than 180 days after the State Department of Transportation establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan’s HSIP annual report on August 31, 2023. MPOs are now required to decide on their MPO safety targets for calendar year 2024 no later than February 27, 2024.

MPOs may support all the state safety targets, establish their own specific numeric targets for all the performance measures, or may support the state safety target for one or more individual performance measures and establish specific numeric targets for the other performance measures. Enclosed is a report documenting the background and analysis for the development of the safety targets.

Metropolitan Planning Organization Director
Page 2
October 17, 2023

Thank you for your participation in the performance measure coordination process.

If you have questions, please contact either me, or John Lanum, Supervisor, Statewide Planning Section, at 517-243-3554 or LanumJ@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle". The signature is written in a cursive style and is positioned above the printed name.

Don Mayle, Manager
Statewide Planning Section

Enclosure

cc: J. Lanum, MDOT
A. Pickard, FHWA
D. Parker, MDOT
E. Kind, MDOT
M. Bott, MDOT
K. Travelbee, MDOT
T. White, MDOT
M. Toth, MDOT
C. Newell, MDOT

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In March 2016, the Federal Highway Administration (FHWA) published in the Federal Register ([81 FR 13722](#)) a final rule revising [23 CFR part 924](#) and [23 U.S.C. 148](#) Highway Safety Improvement Program (HSIP) to incorporate new statutory requirements of MAP-21 and the FAST Act. The HSIP focuses on reducing fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety.

On the same date, FHWA published a companion Safety Performance Management (Safety PM) final rule ([81 FR 13881](#)) to support national safety goals and carryout the HSIP. The safety PM final rule has been codified in a new regulation [23 CFR Part 490, Subpart B](#). The purpose of the Safety PM is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The five safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

In 2018, the National Highway Traffic Safety Administration (NHTSA) published the final Uniform Procedures for State Highway Safety Grants Program ([83 FR 3466](#)) and updated Highway Safety Plan (HSP) requirements. The purpose of the safety grants is to focus investments on reducing fatalities, injuries, and economic loss resulting from vehicle crashes through behavioral traffic safety programs.

The FHWA and NHTSA coordinated the final rules to identify three common performance measures (1 through 3 below) for which the annual performance targets must align as much as possible when reported in the HSIP and HSP. The measures/targets are reported as five-year rolling averages.

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

TARGET SETTING COORDINATION

The 23 CFR Part 490, Subpart B communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

With three common safety performance measures reported in the annual HSIP and HSP, establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Strategic Highway Safety Office (SHSO), and Michigan Metropolitan Planning Organizations (MPOs). The coordination and target requirements promotes working collaboratively to achieve the targets.

The annual timeline for establishing and reporting targets is as follows:

April/May: One or more coordination sessions between MDOT and MTPA members to develop safety targets for the next calendar year.

July 1: SHSO reports targets for the next calendar year to NHTSA through the HSP, including “coordinated” targets for the three common performance measures.

August 31: MDOT reports targets for the next calendar year to FHWA through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual targets should support the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

The MPO must report their safety targets to MDOT by February 27 of the year following MDOT reporting the State safety targets to FHWA (August 31 + 180 days). The target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State's targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of the five.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2024 MICHIGAN SAFETY TARGETS

Existing Trend

The first step in developing annual safety targets is to establish the 5-year rolling average baseline trend. FHWA prescribes the calculation as follows: For each measure, sum the most recent five consecutive years actual performance, ending in the year the targets for the next year are being developed, divide by five, and round to the tenth decimal place. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT, then divide by five, and round to the thousandth decimal place.

Data for calculation: The Fatalities Analysis Report System (FARS) is to be used for fatality related measures, and the State of Michigan Crash database is used for serious injury related measures. The VMT is calculated annually from the Highway Performance Monitoring System (HPMS).

Exogenous Factors

The next step in the target development process is to consider how exogenous factors influence/impact traffic fatalities and serious injuries. The respective parties have agreed to utilize a fatality prediction model developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a completed research report titled [Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States](#), which was completed as part of the National Cooperative Highway Research Program project 17-67 ([presentation](#)). The model, predicting the change in counts of fatalities, relies on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. Within the model, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent. Preliminary findings indicate individual acceptance of risk appears to have a greater impact on the number

of fatalities and serious injuries than fluctuations in traffic volume. In other words, the better the economy, the greater the level of risk individuals are willing to take.

2023-2024 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. The UMTRI change model predicts 1,109 fatalities in 2023 and 1,092 fatalities in 2024.

The change model predicts change in fatalities from the previous year based on several predictors. This log-change regression model is tied closely to whatever happened recently, so it cannot diverge very far from the current time unless we predict many years out into the future. The change model predicts a steady (slow) decrease in fatalities. The dataset is a collection of differences from one year to the next within the state, expressed as a percentage of the previous year. Thus, the predictors can influence exposure and/or risk.

Alternatively, the count model directly predicts counts so it could diverge from observed by a lot if the patterns change in the real world. Based on known factors, the count model shows a steady increase in fatalities through 2025. As this is not what is expected the change model was selected in developing the targets.

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 5,882 serious injuries in 2023 and 5,849 in 2024.

VMT values have been predicted for CYs 2022, 2023 and 2024. VMT estimates predict VMT has recovered to pre-2020 levels. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.107 for CY 2023, and 1.077 for CY 2024, and annual serious injury rates of 5.870 for CY 2023 and 5.768 for CY 2024. Results from the UMTRI model (the fatality and serious injury

relationship) were also used to generate non-motorized forecasted annual values of 722 for CY 2023 and 696 for CY 2024.

The above annual forecasted values for CY 2023 and CY 2024 along with the actual values from CY 2020 to 2022 to determine the 2024 Targets (five-year rolling average) are shown in the 2024 Target Summary table. In addition, actual values dating back to CY 2018 are included as part of the determination of the 2022 baseline condition.

2024 Predictions (Targets)

Number of Fatalities	1,109.2
Rate of Fatalities per 100M VMT	1.152
Number of Serious Injuries	5,785
Rate of Serious Injuries per 100M VMT	5.999
Number of Non-Motorized Fatalities and Serious Injuries	710.8

Strategic Highway Safety Plan (SHSP)

While MDOT and the SHSO are responsible for setting the targets in collaboration with Metropolitan Planning Organizations (MPOs), traffic fatalities and serious injuries are a State of Michigan issue that requires awareness and intentional action from all levels of government and the public to change the overall safety culture. Over 90 percent of fatal crashes are the result of human behavior, and the most effective safety feature is changing user behavior to be more risk adverse. Crashes are not accidents.

Michigan’s Strategic Highway Safety Plan (SHSP) is the blueprint for addressing both fatalities and serious injuries. Under the guidance of the Governors Traffic Safety Advisory Commission (GTSAC), the SHSP has adopted the vision of Toward Zero Deaths (TZD). The strategy is a statewide campaign to positively enhance road user’s behavior and safety. Over 1,000 people do not return home in Michigan annually due to traffic crashes. The TZD strategy invokes enhancing driver education, emergency response, enforcement,

engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities and serious injuries. By incorporating safety into all facets of transportation, Michigan can achieve this vision. To get there, the GTSAC has adopted interim goals to reach every four years. To carry forth the SHSP is focused on four broad emphasis areas:

1. High-Risk Behaviors
2. At-Risk Road Users
3. Engineering Infrastructure
4. System Administration

Within these emphasis areas, 11 action teams provide more targeted guidance on area-specific safety issues. Structuring these action teams under the broad umbrella of these four emphasis areas creates efficiencies given the degree of overlap amongst the teams. Updated goals, strategies, objectives, and activities for each are based on current traffic crash data. More information on the GTSAC and the SHSP can be found at the [GTSAC website](#).

All citizens of Michigan are welcome and encouraged to participate in the action teams and attend the annual Safety Summit to learn more about the SHSP and what part they can play in changing the safety culture of Michigan. MDOT offers scholarships for local officials and MPOs to attend the summit.

Michigan is committed to the goal of reducing traffic crashes and eliminating serious injuries and fatalities. MDOT implements countermeasures such as intersection-related improvements including signalization and geometric changes by converting traditional intersections to roundabouts where feasible. Other improvements include converting four-lane roadways to three lanes, restriping improvements, installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, vulnerable road user improvement projects, signing and other projects that target locations that have experienced fatal and incapacitating injury crashes. These projects, along with other research and systemic and systematic safety improvements, including safety funding for local agencies for road safety audits, have provided the foundation for deeper understanding of crash characteristics and prospective countermeasures.

Regarding the numbers, annual fatalities had

decreased from 1,031 in 2017 to 986 in 2019 (as reported by FARS) but increased in 2020 and 2021 to a high of 1,136 and declined again in 2022 to 1,123. This is reflected in the five-year average or target of 1,109.2 for CY 2024. For the same time, serious injuries rose to a high of 5,979 in CY 2021 leading to the five-year average of 5,785 for CY 2024.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2022 are shown. Imagine what these could be if all participated in driving the numbers down.

Targets Reported to FHWA

Year	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious	
Year	Reported	Reported	Reported	Reported	
Year	Target	Target	Target	Target	
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6
2023	1,105.6	1.136	5,909.2	6.058	743.4
2024	1,109.2	1.152	5,785.0	5.999	710.8

Targets as reported to FHWA for the respective year

Annual Crash Data

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.141	5,782	5.876	720

Reference:

- [Safety Performance Measure Final Rule](#)
- [HSIP Final Rule](#)
- [Planning Final Rule](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Strategic Highway Safety Plan](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [Highway Safety Improvement Program/ Dashboard](#)

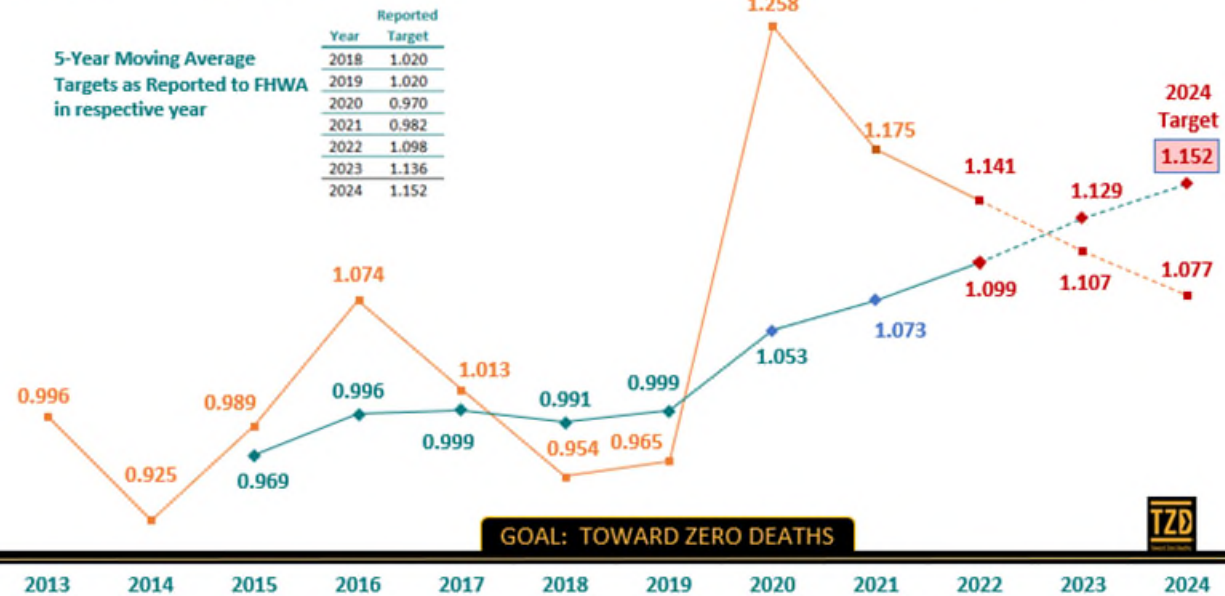
Highway Safety Improvement Program
Number of Fatalities
 2024 5-Year Moving Average Prediction



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

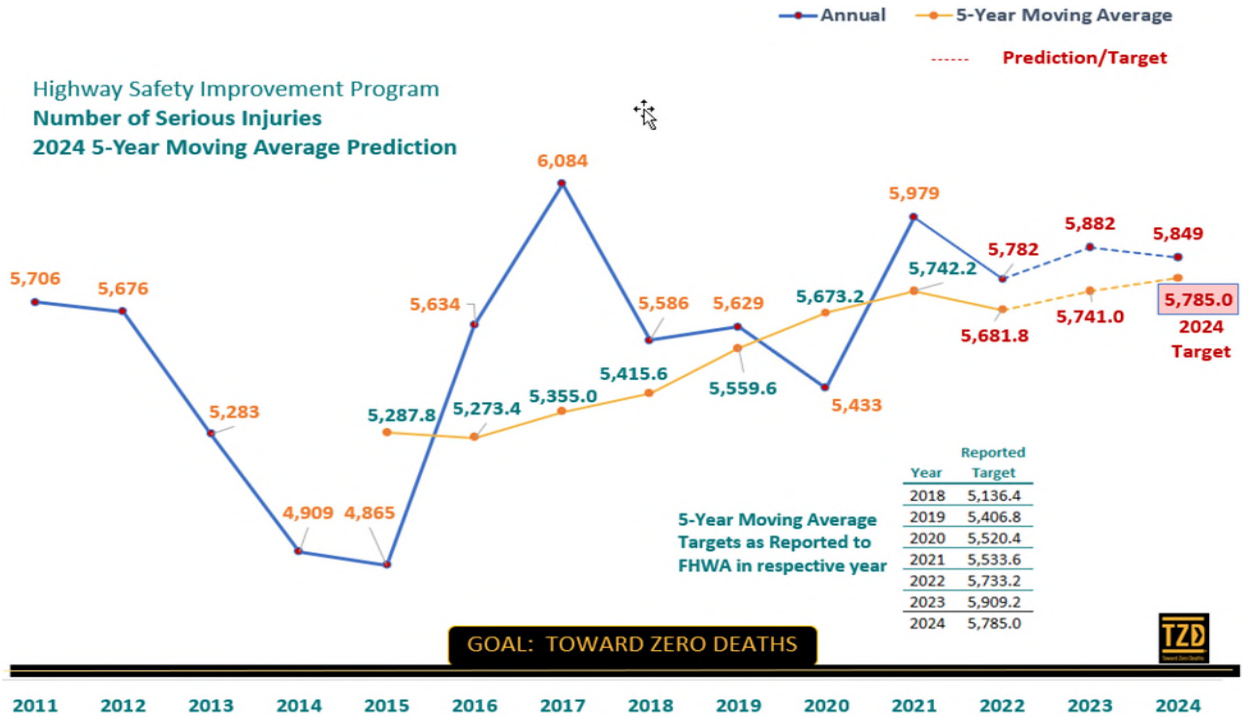
Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2024 5-Year Moving Average Prediction



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program Number of Serious Injuries 2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

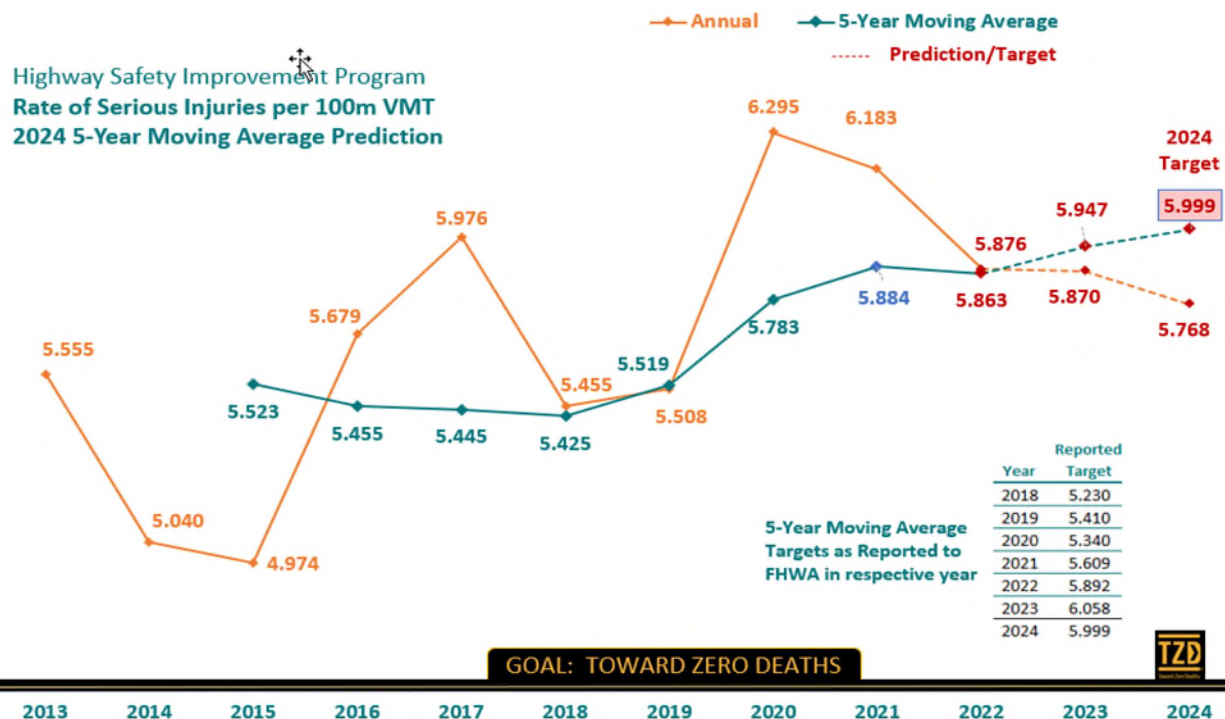


2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program Rate of Serious Injuries per 100m VMT 2024 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS



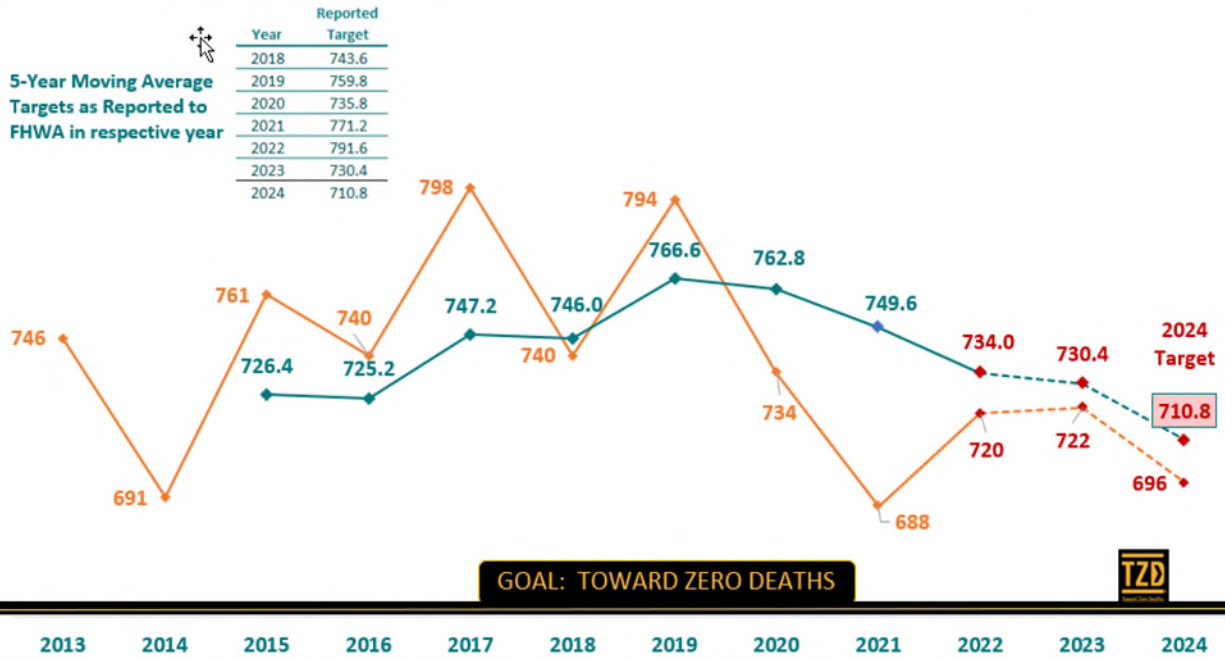
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024

NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

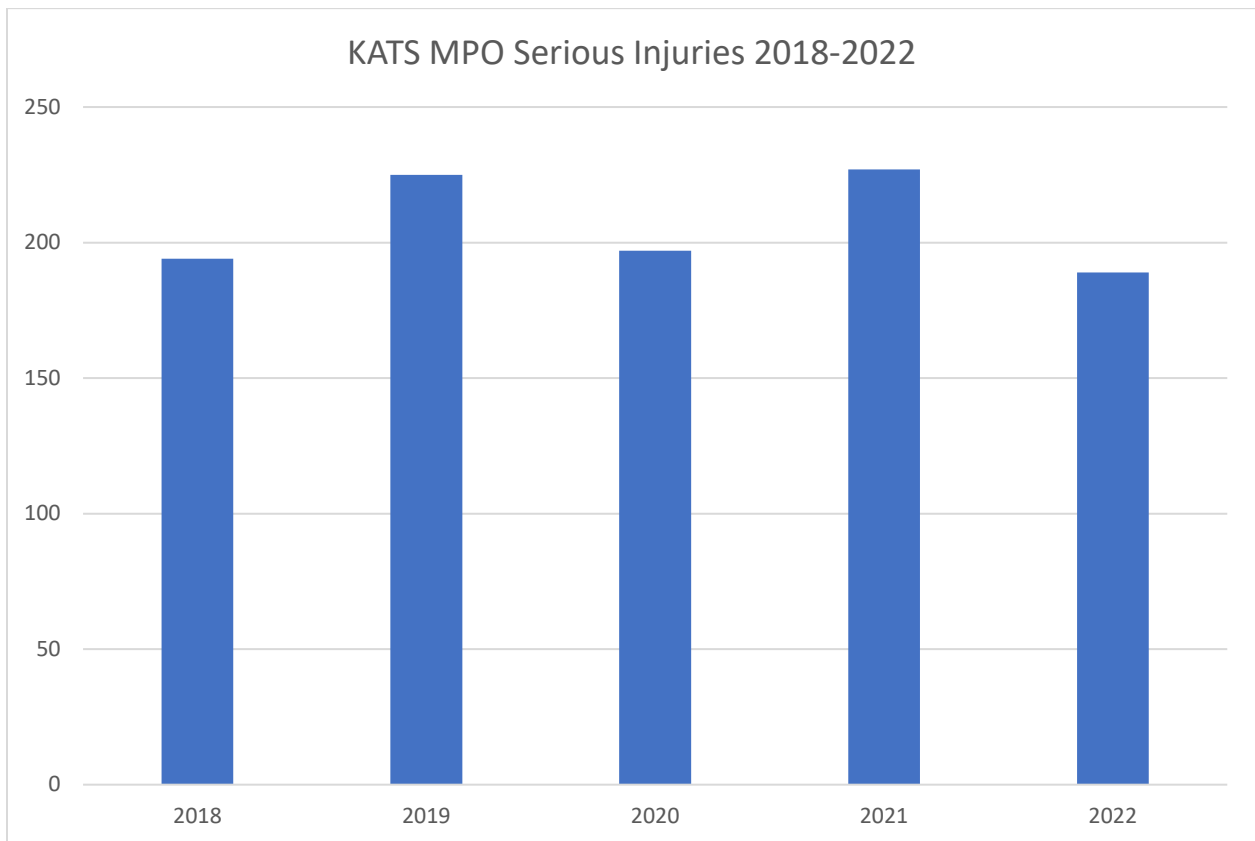
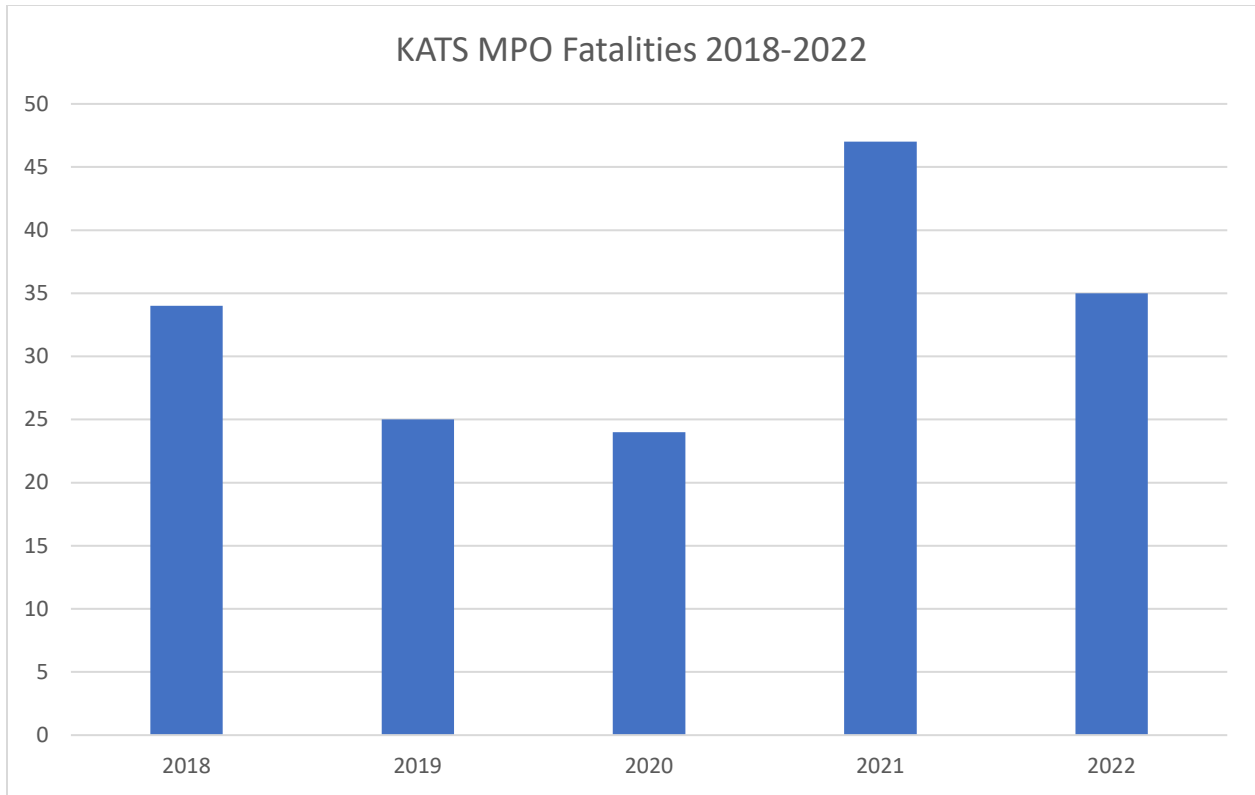
Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2024 5-Year Moving Average Prediction

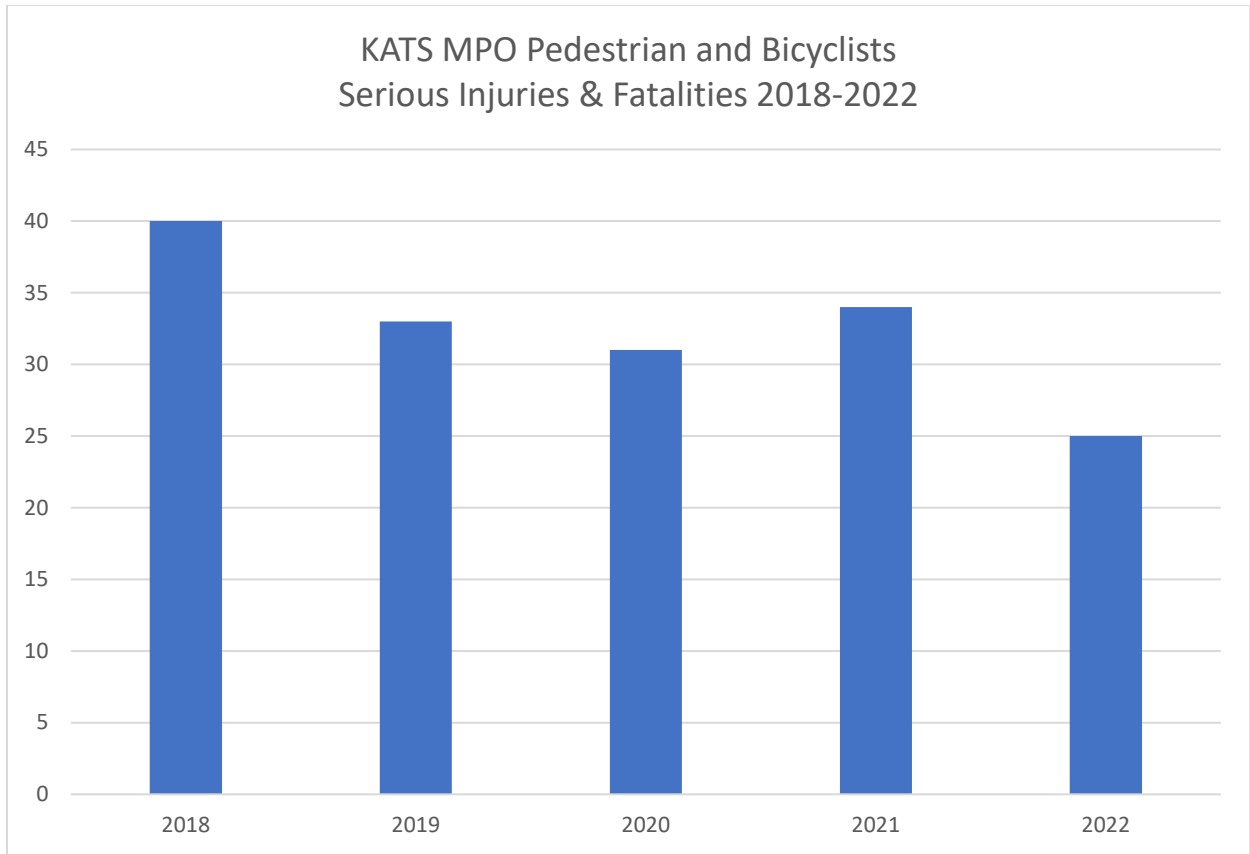
— Annual — 5-Year Moving Average
 Prediction/Target



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads







5220 Lovers Lane, Suite 110
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 269-343-0766
 info@KATSmpo.org

RESOLUTION
Kalamazoo Area Transportation Study’s
Support of the State Safety Targets for Calendar Year 2024

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

WHEREAS, the Kalamazoo Area Transportation Study fosters a collaborative, cooperative, and comprehensive planning process; and

WHEREAS, the Kalamazoo Area Transportation Study recognizes the Transportation Performance Measure regulatory requirements outlined in 23 CFR 490.105 and 23 CFR 490.107; and

WHEREAS, the Kalamazoo Area Transportation Study and its local member agencies are actively working to reduce traffic accidents and fatalities as reflected in the Metropolitan Planning Area’s downward trends; and

WHEREAS, the Michigan Department of Transportation has cooperatively developed State Safety Targets for Calendar Year 2024; and

WHEREAS, the Kalamazoo Area Transportation Study recognizes the importance of supporting the following Michigan Department of Transportation’s Calendar Year 2024 State Safety Targets; and

NOW, THEREFORE, BE IT RESOLVED that the Kalamazoo Area Transportation Study Policy Committee recognizes the importance of a safe transportation system and supports the Michigan Department of Transportation’s State Safety Targets for Calendar Year 2024 shown below.

<i>Safety Performance Measure (5 year rolling average)</i>	<i>Baseline Condition (2018-2022)</i>	<i>Calendar Year 2024 State Safety Target</i>
Fatalities	1061.6	1109.2
Fatality Rate	1.099	1.152
Serious Injuries	5681.8	5785.0
Serious Injury Rate	5.863	5.999
Nonmotorized Fatalities & Serious Injuries	734.0	710.8



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Randy Thompson, Chairperson
Kalamazoo Area Transportation Study Policy Committee

Date



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December 13, 2023

To the Policy Committee of the
Kalamazoo Area Transportation Study
Kalamazoo, Michigan

We have audited the financial statements of Kalamazoo Area Transportation Study for the year ended September 30, 2023. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Kalamazoo Area Transportation Study are described in Note 1 to the financial statements. We noted no transactions entered into by the Kalamazoo Area Transportation Study during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

Management's calculation of depreciation/amortization expense for the current period is based on the useful lives of the capital assets.

Management's calculation of the accrued compensated absences is based on current hourly rates and policies regarding payment of sick and vacation banks.

Management distributes operating costs to various work elements using a cost allocation plan based on actual time reporting. The cost allocation plan has been approved by the U.S. Department of Transportation as part of the Unified Planning Work Program (UPWP) and associated administrative requirements for the Kalamazoo urbanized area.

We evaluated the key factors and assumptions used to develop these accounting estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Material misstatements were not detected as a result of audit procedures.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated December 13, 2023.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Kalamazoo Area Transportation Study's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Kalamazoo Area Transportation Study's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the management's discussion and analysis which is required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on other supplementary information, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the use of the management and members of the Policy Committee of Kalamazoo Area Transportation Study and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

Maney Costeiran PC