



Connecting People Throughout
Kalamazoo County

**NOTICE AND AGENDA
CENTRAL COUNTY TRANSPORTATION AUTHORITY (CCTA)
KALAMAZOO COUNTY TRANSPORTATION AUTHORITY (KCTA)
March 9, 2026
Annual Meeting**

*The next joint CCTA/KCTA Regular meeting will be held on
Monday, April 13, 2026 at 11:30 a.m.*

PLEASE BE ADVISED the Central County Transportation Authority and Kalamazoo County Transportation Authority will meet for its meeting on Monday, March 9, 2026 at 11:30 a.m. for the purpose of:

	Item	KCTA Action	CCTA Action
1.	Roll Call		
2.	Consent Agenda	Voice Vote	Voice Vote
	a. Agenda for March 9, 2026*		
	b. Minutes for February 9, 2026*		
3.	Proclamation Recognizing Transit Workers Day March 18, 2025*		
4.	Public Comment		
5.	Present 2025 Annual Report*		
6.	Planning & Development Committee		
	a. Action Items		
	1. Discussion and Direction Regarding August 4, 2026 KCTA Ballot Language for Tax Levy Amount and Duration of Millage*	Voice Vote	
	b. Informational Items		
	1. Planning and Development Committee Notes of February 18, 2026*		
7.	Performance Monitoring Committee		
	a. Action Items		
	1. Consideration to Adopt CCTA Resolution 26-001 Levying the 2026 Transit Millage*		Roll Call
	2. Consideration to adopt MDOT Grant Resolution of Intent 26-002*	Roll Call	Roll Call
	b. Informational Items		
	1. Performance Monitoring Committee Notes of February 17, 2026*		
	2. Monthly Financial Report*		
8.	External Relations Committee		
	a. Action Items		
	b. Informational Items		
	1. External Relations Committee Notes of February 18, 2026*		



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9.	Board Operations Committee		
	a. Action Items		
	b. Informational Items		
	1. Board Operations Committee Meeting Notes of February 19, 2026*		
10.	Report from Executive Director*		
	a. Update Metro Connect		
	b. Update Metro LInk*		
11.	Other Reports		
	a. Pension Board		
	b. KATS		
	c. Local Advisory Committee (LAC)		
	d. On-Demand Services Ambassador Report*		
12.	Chairperson's Report		
13.	Public Comment		
14.	Members' Time		
15.	Adjournment	Voice Vote	Voice Vote

*Indicates attachments included in agenda packet

The meeting will be held in the Metro Linda Teeter Community Room, 530 N. Rose Street, Kalamazoo, MI. Questions regarding the meeting may be addressed to the Central County Transportation Authority, 530 N. Rose St., Kalamazoo, MI 49007, or by calling (269) 337-8087.

MEETINGS OF THE CENTRAL COUNTY TRANSPORTATION AUTHORITY AND KALAMAZOO COUNTY TRANSPORTATION AUTHORITY ARE OPEN TO ALL WITHOUT REGARD TO RACE, SEX, COLOR, AGE, NATIONAL ORIGIN, RELIGION, HEIGHT, WEIGHT, MARITAL STATUS, DISABILITY, POLITICAL AFFILIATION, SEXUAL ORIENTATION, OR GENDER IDENTITY. CENTRAL COUNTY TRANSPORTATION AUTHORITY WILL PROVIDE NECESSARY REASONABLE AUXILIARY AIDS AND SERVICES, SUCH AS SIGNERS FOR THE HEARING IMPAIRED AND AUDIO TAPES OF PRINTED MATERIALS BEING CONSIDERED AT THE MEETING/HEARING, TO INDIVIDUALS WITH DISABILITIES AT THE MEETING/HEARING UPON FOUR (4) BUSINESS DAYS' NOTICE. INDIVIDUALS WITH DISABILITIES REQUIRING AUXILIARY AIDS OR SERVICES SHOULD CONTACT THE CCTA/KCTA BY WRITING OR CALLING CENTRAL COUNTY TRANSPORTATION AUTHORITY 530 N. ROSE ST., KALAMAZOO, MICHIGAN 49007 (269) 337-8087; TDD PHONE: (269) 383-6464

**CENTRAL COUNTY TRANSPORTATION AUTHORITY
KALAMAZOO COUNTY TRANSPORTATION AUTHORITY
Joint Regular Meeting
February 9, 2026**

Place: Kalamazoo Charter Township, 1720 Riverview Dr., Kalamazoo, MI
Time: 11:30 A.M.
Staff Present: Sean McBride, Greg Vlietstra, Keshia Woodson-Sow, Richard Congdon,
Barbara Blissett
Others Present: Kelly Linton

1.) KCTA ROLL CALL

KCTA Members Present: Curtis Aardema, Tafari Brown, Paul Ecklund, Dusty Farmer, Aditya Rama, Gary Sigman, Tim Sloan, Greg Rosine*

CCTA Members Absent: James Ayers

** Brown arrived at the meeting at 11:45 am.*

A motion was made to excuse Ayers.

Motion: Farmer

Second: Sloan

Motion carried by voice vote.

1.) CCTA ROLL CALL

CCTA Members Present: Curtis Aardema, Nicole Beauchamp, Dusty Farmer, Christyn Johnson, Lisa Mackie, Garrylee McCormick, Greg Rosine

CCTA Members Absent: Chris Burns

A motion was made to excuse Brown

Motion: Rosine

Second: Farmer

Motion carried by voice vote.

2.) REQUEST FOR APPROVAL OF AGENDA/MINUTES

A motion was made by KCTA and CCTA for approval of the joint CCTA/KCTA meeting agenda for December 8, 2025.

KCTA Motion: Sloan

Second: Farmer

CCTA Motion: Rosine

Second: Farmer

Motion carried by voice vote.

3.) PUBLIC COMMENTS – None

4.) PLANNING AND DEVELOPMENT COMMITTEE

Boardmember Rosine reported the Planning and Development Committee had met to discuss the upcoming KCTA millage question on the November 4th ballot. He said there were two components that needed to be considered 1) the millage amount and 2) the duration of the millage. Rosine stated that recently the State of Michigan had changed the law limiting the length of a millage from five years to six or seven years.

Rosine commented that one of the concerns with extending the millage timeline would be whether the revenue from the millage would be enough to sustain Metro's system for the entire duration considering the possibility of inflation.

5.) PERFORMANCE MONITORING COMMITTEE

Committee Chair Rama reported the Committee had met and discussed in detail the Equal Employment Opportunity (EEO) Update and with staff was recommending it for approval by the Board.

Support Services Dir. Vlietstra presented a PowerPoint outlining the updates to the EEO Plan which included:

- Civil Rights
- Dissemination of Information
- Job Group Analysis
- Employment Practices
- Action Programs
- Demographic Summary
- Underutilization

A motion was made by KCTA and CCTA to approve the 2026 Updated Equal Employment Opportunity Plan.

KCTA Motion: Sloan

Second: Sigman

CCTA Motion: McCormick

Second: Beauchamp

Motion carried by a roll call vote.

KCTA

Ayes: Aardema, Brown, Ecklund, Farmer, Rama, Sigman, Sloan, Rosine

Nays: None

Absent: Ayers

CCTA

Ayes: Aardema, Beauchamp, Farmer, Johnson, Mackie, McCormick, Rosine

Nays: None

Absent: Burns

6.) EXTERNAL RELATIONS COMMITTEE

Committee Chair Mackie reported that the committee had met and the discussions were regarding more use of social media platforms and the 2026 jurisdictional outreach. She said there were still four areas that had not been covered: Brady Township, Pavilion Township, Climax Township and the Village of Climax.

Comments from several Boardmembers were that even after the rebranding to the name Metro, many times the old name of Metro Transit is being used by news sources, social media and it becomes confusing to individuals.

Chair Aardema suggested having that topic of discussion at the next Committee meeting to brainstorm how to rectify the issue.

7.) BOARD OPERATIONS COMMITTEE

Committee Chair Aardema stated the Board Operations Committee had reviewed the current agenda and was working on the Key Performance Indicators (TPI) for the Executive Director's employment agreement.

Chair Aardema reminded everyone that the Legislative Breakfast would be held again in May 2026 instead of Fall due to the millage election in August.

8.) EXECUTIVE DIRECTORS REPORT

Exec. Dir. McBride provided an update on the following topics:

- Cold Weather Update
- Snow Removal
- Human Resources
- Training
- KTC Parking

(A copy of the report is filed with the meeting minutes.)

On-Demand Services Manager Richard Congdon stated it was growing at 133% versus the previous year. Congdon said the recent expansion of Metro Link zones has been well received and Metro will continue to look at zones that could use further expansion.

Congdon entertained questions from the Board regarding vehicles not arriving at the correct location for pickup, notifications for boundary expansion, condition of the vehicles, driver complaints and wait times.

9.) SUBCOMMITTEE REPORTS

Pension Board – Did not meet.

KATS Policy Committee – Aardema shared that KATS had their regular audit and reported it was functioning well and as expected. He said the conversation continued concerning City of Kalamazoo streets and construction scheduled to begin in July. Aardema said KATS discussed the Portage Road rebuild project in the City of Portage to make it more like complete streets with transit, sidewalks and non-motorized traffic.

Local Advisory Committee (LAC) – No Report.

On-Demand Ambassador Report – Sloan stated Metro Link continues to work on the GPS system for the westside of Kalamazoo.

10.) CHAIRPERSON REPORT – Aardema thanked Kalamazoo Township for hosting the CCTA/KCTA Board meeting. He noted he and Exec. Dir. McBride attended the United Way Blueprint for Peace Housing Access Coalition meeting. The purpose of the coalition is to increase transportation to enhance the quality of life, economic development and have a more peaceful community.

Exec. McBride added that the State Department of Economic Development is focusing on mobility to develop Michigan business opportunities and retain jobs. He said Metro would be applying for a grant to add an intern to staff who would assist with the on-demand services.

11.) PUBLIC COMMENT – None

12.) MEMBERS TIME – The Board thanked Boardmember for hosting the meeting at Kalamazoo Township.

13.) ADJOURNMENT

A motion was made by KCTA and CCTA to adjourn the KCTA/CCTA meeting.

*KCTA Motion: Sigman Second: Farmer
CCTA Motion: McCormick Second: Farmer*

Motion carried by voice vote.

The meeting adjourned at 12:47 PM.

Curtis Aardema
CCTA Chairperson

Barbara Blissett
CCTA Clerk

Curtis Aardema
KCTA Chairperson

Barbara Blissett
KCTA Clerk



Proclamation Recognizing Transit Worker Appreciation Day

WHEREAS, March 18, 2026, marks 364 years since the first launch of public transportation in Paris, France; and

WHEREAS, for 59 years Kalamazoo public transportation employees have been on the front lines ensuring safe and dependable service for the traveling public; and

WHEREAS, in 59 years Metro has provided 127 million rides: and

WHEREAS, Metro transports passengers to jobs, school, medical appointments, and shopping; and

WHEREAS, Metro and Metro Connect employees quickly adjust their operations in order to meet current and future needs of the transportation system in Kalamazoo County; and

WHEREAS, Metro has approximately 130 employees that provide excellent community service. In addition, Metro has key contractors that account for 100 additional staff who assist in the role of public transit; and

WHEREAS, Metro employees have remained on the front lines of public transportation and supported each other; and

WHEREAS, Metro employees act as public servants, and at times have gone above and beyond their transit worker role to give acts of kindness and make their community a better place; and

WHEREAS, Kalamazoo County will remain connected with safe travel options with the continued dedication of Metro's transit workers.

NOW, THEREFORE BE IT RESOLVED that the **Central County Transportation Authority (CCTA)** and the **Kalamazoo County Transportation Authority (KCTA)** recognize **March 18, 2026**, as **"Transit Worker Appreciation Day."**

Signed this 9th day of March 2026.

Curtis Aardema, Chair
Central County Transportation Authority
Kalamazoo County Transportation Authority

Sean McBride, Executive Director
Metro

Chris Burns, Vice-Chair
Central County Transportation Authority

Dusty Farmer, Vice-Chair
Kalamazoo County Transportation Authority



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Kalamazoo County

Agenda Item: # 5 Meeting Date: 03//09/26

TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
DATE: March 3, 2026
SUBJECT: 2025 Annual Report

Attached is the CCTA/KCTA Annual Report. The Annual Report will be mailed to the residents of Kalamazoo County in early April. Chairperson Aardema and Executive Director McBride will present an Annual Report at the meeting.

SYSTEM APPROACH TAKES HOLD FOR METRO MORE OPTIONS AND MORE RIDERS RESULT FROM CHANGES.

Now in its 10th year as a regionally shared service, Metro continues to reap the benefits of a coordinated system.

Ridership is on the increase. And the new app-based Metro Link is proving more successful than anticipated. Metro Link is a connecting car service to places in Kalamazoo County where the buses don't go.

With Metro's bus service, Metro Link, Metro Connect and Metro Share, transportation has achieved a new level of flexibility for riders. Last year, Metro provided 1.94 million rides with system-wide ridership across services:

- Metro Connect **8%**
- Metro Share **24%**
- Metro Link **116%**

It was 20 years ago that this integrated approach to transportation began taking shape in Kalamazoo County. The then newly formed Kalamazoo County Transportation Authority (KCTA) took over the door-to-door system, Metro Connect. That service is primarily used by seniors and individuals with disabilities. At the same time, KCTA began offering a shared van service, Metro Share, for nonprofit and governmental organizations.

As an entity, Metro was created by the transfer of bus service from the City of Kalamazoo (Metro Transit) to the Central County Transportation Authority (CCTA) in 2016. The benefits were three: coordinated scheduling and management, cost efficiencies and expanded service areas.

“ INPUT FROM OUR RIDERS, OUR COMMUNITY PARTNERS AND OUR EMPLOYEES HAVE MADE IT POSSIBLE FOR US TO CONTINUE TO INNOVATE.”

The integrated Metro system expanded after the consolidation, thanks to greater public understanding of how the system's services work together. "Metro Link, the newest service, adds flexibility to traditional transportation." Said Sean McBride, Metro Executive Director. "With Metro Link, riders have new ways to use the system."

Rider fares and voter-approved millage support provide more the half of the revenue for the system. That local support leverages state and federal funds for new technology and new energy-efficient buses.

On the horizon for this year? Federal grants will make possible the purchase of eight new hybrid buses. Planning continues to maximize the effectiveness of Metro Link. And the board overseeing Metro Connect (KCTA) will be engaged in five-year funding plans. For more on how the public voice is heard in funding and operational issues, turn to Page 2.



PUBLIC INPUT DRIVES THE METRO SYSTEM

The people who govern Metro, Kalamazoo County's public transportation system, come from all parts of the county and from all walks of life. They are unpaid. They meet regularly, in an open session. In essence, they represent their friends and neighbors, their colleagues, and in the case of governmental officials, they represent their constituents.

Together, these individuals make up two boards: the Central County Transportation Authority (CCTA) and the Kalamazoo County Transportation Authority (KCTA). The CCTA is comprised of officials from the City of Kalamazoo, City of Portage, Comstock Township, Kalamazoo Township and Oshtemo Township, while KCTA members are community-minded residents living anywhere within the county who apply for the position.

The CCTA oversees Metro Bus and Metro Link operations. The KCTA governs the Metro Connect and Metro Share programs. Working in tandem, they ensure that both rural and urban parts of the county are represented.

Joint public board meetings are held monthly, where citizens have the opportunity to attend and speak. Metro also has a formal Local Advisory Committee, where feedback is received and new ideas are discussed in more detail.

"This is public engagement in a pure form," says Curtis Aardema, CCTA/KCTA Board Chair. In addition to his work with Metro, Aardema works for a local construction firm, and has extensive volunteer involvement with the Battle Creek/Kalamazoo International Airport. "These are people giving their time to ensure we all have access to quality public transit."



For more details on Metro Services, visit kmetro.com, sign up for email updates or call (269) 337-8446.

MEET A FEW INVOLVED CITIZENS



Cameron Lambe began working alongside Metro as a driving force in Friends of Transit, an advocacy group which championed weekend bus service, longer hours and other service improvements. A public transit user for over two decades, Lambe currently serves as the chairperson for the Local Advisory Committee (LAC), a group of disability Community representatives, senior representatives and at-large members representing areas of Kalamazoo County. "As one who uses Metro, I'm able to speak on behalf of those with a rider's perspective."

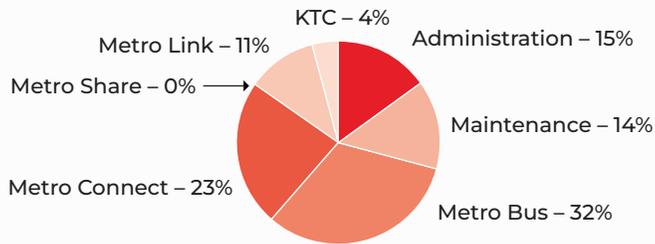


Aditya Rama works at Goodwill Industries, a nonprofit dedicated to helping people escape poverty and get into the workforce. "Transportation is a tremendous barrier for the people we serve," says Rama, who joined the KCTA in 2018. His passion has led to his involvement in the Kalamazoo Area Transportation Study, and he heads Metro's Performance Monitoring Committee. "I see people every day who are getting back on their feet, thanks to Metro." Metro board service opened the door for Rama to become more involved in other community services as well.

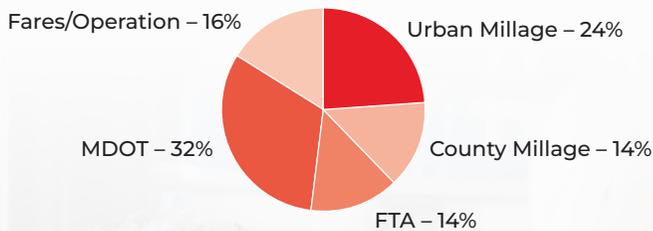


Dusty Farmer was appointed to the CCTA board in 2016 when she became Oshtemo Township Clerk. The importance of Metro's work quickly became apparent to Farmer. She has since joined the KCTA board and the Local Advisory Committee. Farmer has a good handle on how service issues affect all parts of Oshtemo. "At the same time, the service reminds me how critical public transportation is to the quality of life throughout the county."

OPERATING REVENUE:



OPERATING EXPENSES:



2025 OPERATING REVENUE AND EXPENSES:

Operating Revenue \$25,639,863

Metro Bus	\$7,831,774
Metro Connect	\$5,738,210
Administration	\$3,678,334
Maintenance	\$3,539,369
Metro Link	\$2,575,564
KTC	\$1,032,312
Metro Share	\$65,564

Operating Expenses \$24,461,126

MDOT	\$8,228,798
Urban Millage	\$6,110,796
Fares/Operation	\$4,076,588
FTA	\$3,649,247
County Millage	\$3,574,434



METRO SERVICES:

Metro Bus: Metro's flagship service, the bus system features 21 bus routes operating seven days per week throughout the urbanized areas of Kalamazoo County. Routes and schedules can be found at kmetro.com, in printed brochures or on MyStop Mobile, an app which allows riders to see bus activity in real-time, plan trips and receive service updates on the go. Fares vary based on rider status. Seniors 62 and older individuals with a disability may apply for reduced fare.

Metro Connect: Anyone, any reason, anywhere in Kalamazoo County. Metro Connect is a curb-to-curb, shared-ride program serving Kalamazoo County and the VA Medical Center in Battle Creek. Registered riders can schedule rides seven days a week. Fares are based on rider status. Seniors 62+-years-old and individuals with a disability may apply for reduced fare.

Metro Link: An extension of the Metro bus system, this on-demand service connects riders to the bus system or to destinations within its designated service zones. Plan, book and pay for your trip all in the Metro Link app. Metro Link fare matches Metro Bus per ride with free transfers from the bus system.

Metro Share: Metro Share provides access to nine vehicles for approved governmental and non-profit agencies serving seniors and individuals with a disability at no cost to the agency or its riders. Agencies provide drivers who must complete regular training with Metro staff. Vehicles may be reserved seven days a week.



530 N. Rose St.,
Kalamazoo, MI 49007

Space for
mailing indicia

Kalamazoo County Transportation Authority Board

- | | |
|--------------|---------------------------|
| James Ayers | Gary Sigman |
| Tafari Brown | Tim Sloan |
| Paul Ecklund | Dusty Farmer – Vice-Chair |
| Aditya Rama | Curtis Aardema – Chair |
| Greg Rosine | |

Central County Transportation Authority Board

- | | |
|------------------|--------------------------|
| Nicole Beauchamp | Greg Rosine |
| Dusty Farmer | Garrylee McCormick |
| Christyn Johnson | Chris Burns – Vice Chair |
| Lisa Mackie | Curtis Aardema – Chair |
| Jim Pearson | |



Metro Leadership

- Sean McBride:** Executive Director
Greg Vlietstra: Director of Support Services
Keshia Woodson-Sow: Director of Operations

- Robert Branch:** Deputy Director Fleet and Facilities
Richard Congdon: On-Demand Services Manager
Cindy DeYoung: Human Resources Manager



530 N. Rose St., Kalamazoo, MI 49007

kmetro.com

(269) 337-8222



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Agenda Item: 6.a.1 Meeting Date: 03/09/26
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TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
Prepared by: Greg Vlietstra, Director of Support Services
DATE: March 2, 2026
SUBJECT: Discussion and Direction on KCTA Millage Rate and Duration

BACKGROUND

Local funding for public transit is generated from two property tax millages. The KCTA, as a public transportation authority created in compliance with Public Act 196 of 1986, has the ability to levy property tax with the approval of the voters within the district boundaries. The KCTA has a millage that was approved by the citizens of Kalamazoo County in November of 2021 for a period that covers 2022, 2023, 2024, 2025 and 2026. The countywide millage approved by voters was for 0.3124 mills, but was subsequently reduced by the Headlee amendment to 0.3091 mills and will generate approximately \$3.84 million in FY 2026. The CCTA, has a millage that was approved by the voters in November of 2025 for a period that covers 2026, 2027, 2028, 2029 and 2030. The CCTA millage is for 1.10 mills and will generate approximately \$7 million in FY 2026.

TIMELINE

Executive Director McBride provided a preliminary timeline for the CCTA and KCTA boards that was presented in the December 8th CCTA and KCTA Board agenda packet. Below is updated and expanded timeline of events for KCTA millage planning.

- January 21, 2026 Planning & Development Committee Meeting – Introductory discussion and overview of plan of action for committee including duration of millage and a review of financial projections.
- February 9, 2026 KCTA and CCTA Board Meeting - Introductory discussion and summary of Planning & Development Committee meeting in January.
- February 18, 2026 Planning & Development Committee Meeting – Recommendation to CCTA and KCTA boards for a millage request amount and duration of number of years.
- **March 9, 2026 CCTA and KCTA Board Meeting** - Discussion and direction before action at April meeting.
- March 18, 2026 Planning & Development Committee Meeting – Develop recommendation to KCTA and CCTA boards for KCTA millage ballot language, utilizing the recommended rate and duration from the March 9, 2026 Board meeting.
- **April 13 CCTA and KCTA Board Meeting** – Approval of millage of KCTA millage ballot language.
- May 12, 2026 (Projected) – Ballot language due to Kalamazoo County Clerk.
- June 25, 2026 – Absentee ballots sent out.
- August 4, 2026 – Election Day.

DISCUSSION

The boards must determine four items related to the millage election.

1. When to conduct the election – August 4, 2026
2. Duration of millage? – To Be Determined
3. Amount of millage levy? – To Be Determined
4. Determine ballot language – To Be Determined

MILLAGE ELECTION - WHEN

The CCTA and KCTA Boards voted at the December 8, 2025 meeting to conduct the CCTA millage election on August 4, 2026.

DURATION OF MILLAGE

The Planning and Development Committee discussed the KCTA millage duration during the CCTA millage planning last year. As you may recall, there is new state legislation, Public Act 236 of 2024, that removed the restriction of a millage duration length to only five years for public transit agencies like Metro that are organized under Michigan Public Act 196 of 1986. With this new legislation, the KCTA millage could be a longer duration of 6 or 7 years, to put a distance between the CCTA and KCTA millage elections.

Although the main benefit of a millage duration beyond five years is separation between the CCTA and KCTA millages to help minimize voter fatigue and confusion, there are other benefits including election administration cost savings, better long-range service planning, and customers can have longer-range dependability of transportation services. Going too far into the future beyond six or seven years, though, could be detrimental as financial projections become less certain the further out in time which could result in a millage amount that is insufficient to support operational costs. If the committee agrees with the goals and rationale above, the question before the committee is a duration of either six years or seven years.

The attached Millage Duration Scenarios chart has been updated to reflect the types of elections that are scheduled in 2030 through 2032.

AMOUNT OF MILLAGE

Financial data was presented and extensively reviewed at the meeting. Five specific millage amount scenarios were reviewed and discussed. Specific areas of review included inflationary impacts, maintaining high quality services, stability/volatility of other revenue sources particularly at the State and Federal levels and how millage rate compliments the recently approved CCTA millage.

BALLOT LANGUAGE

Below for reference is the KCTA ballot language that passed in 2021.

May the Kalamazoo County Transportation Authority (KCTA) continue to levy a tax for public transportation purposes of up to 0.3124 mills (31.24¢ per \$1,000 of taxable value)? This millage:

- a) Would be a renewal of previously authorized millage expiring with the 2021 levy;
- b) Would be levied for five years, 2022 through 2026;
- c) Is estimated to raise \$3,003,000 in its first year; and
- d) Applies to the taxable value of all taxable property within Kalamazoo County.

The KCTA provides on demand public transportation van services to all Kalamazoo County through the Metro Connect Program.

ADDITIONAL INFORMATION

If the millage were not to pass in August, a KCTA millage election could be conducted in winter/spring of 2027. This would comply with Public Act 196 standards and maintain millage funding cash flow.

CCTA and KCTA Attorney Richard Cherry will make a presentation at either the April or May meeting regarding appropriate activities for Board members and staff as it pertains to millage education and advocacy.

COMMITTEE REVIEW

The Planning and Development Committee met on February 18, 2026. They reviewed several financial and duration scenarios and recommend 0.36 mills for six years. The duration is based on concerns over the volatility of certain other revenue sources.

The Board Operations Committee met on February 19, 2026. They discussed duration scenarios at length. This committee would like the Boards to consider seven years duration due to the timing of other local elections.

RECOMMENDATION

The Planning and Development Committee recommends that the CCTA and KCTA Boards provide direction to staff to draft a Kalamazoo County Transportation Authority 2026 Millage Request Resolution that contains a millage rate of 0.36 mills for the duration of six years (2027,2028,2029, 2030, 2031, and 2032) to be placed on the August 4, 2026, Election Ballot.

PRIMARY ATTACHMENTS

#	Title	Comments
1.	Projection – 0.36 Mills	February 18 Committee Meeting
2.	KCTA Only Projection – 0.36 Mills	February 18 Committee Meeting
3.	Inflation Analysis	January 21 Committee Meeting
4.	Cost of Millage to Property Owners	January 21 Committee Meeting
5.	Millage Rate Percentage Adjustments	January 21 Committee Meeting
6.	CCTA KCTA Estimated Allocation Comparison	February 18 Committee Meeting
7.	Millage Duration Scenarios	Feb. 18 Committee Meeting Updated

OTHER ATTACHMENTS – BACKGROUND INFORMATION REVIEWED BY THE PLANNING AND DEVELOPMENT COMMITTEE

#	Title	Comments
8.	History of Public Transit Millage Election Results	January 21 Committee Meeting
9.	Millage Rates in Michigan Urban Systems	January 21 Committee Meeting
10.	Economic Environment	Feb. 18 Committee Meeting Updated
11.	Taxable Value by Unit Chart	January 21 Committee Meeting
12.	Projection – 0.3124 Mills	Feb. 18 Committee Meeting Updated
13.	Projection – 0.35 Mills	Feb. 18 Committee Meeting Updated

Memo: KCTA Millage Discussion

Date: 03/02/2026

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14.	Projection – 0.375 Mills	Feb. 18 Committee Meeting Updated
15.	KCTA Only Projection – 0.3124 Mills	February 18 Committee Meeting
16.	KCTA Only Projection – 0.35 Mills	February 18 Committee Meeting
17.	KCTA Only Projection – 0.375 Mills	February 18 Committee Meeting

Projection-KCTA Millage .36
Version February 16, 2026

	2025 Actual	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected
	Oct 1, 2024 - Sep 30, 2025	Oct 1, 2025 - Sep 30, 2026	Oct 1, 2026 - Sep 30, 2027	Oct 1, 2027 - Sep 30, 2028	Oct 1, 2028 - Sep 30, 2029	Oct 1, 2029 - Sep 30, 2030	Oct 1, 2030 - Sep 30, 2031	Oct 1, 2031 - Sep 30, 2032	Oct 1, 2030 - Sep 30, 2033
TOTAL OPERATING REVENUE									
Fares	\$572,255	\$583,700	\$595,374	\$625,143	\$643,897	\$663,214	\$683,110	\$703,604	\$724,712
FTA	\$1,092,498	\$1,637,341	\$1,010,915	\$790,499	\$790,499	\$790,499	\$790,499	\$814,214	\$814,214
KCTA Millage	0.36	\$3,574,434	\$3,843,823	\$4,616,144	\$4,754,628	\$4,897,267	\$5,044,185	\$5,195,511	\$5,351,376
MDOT	\$2,353,817	\$2,403,317	\$2,419,004	\$2,342,951	\$2,377,065	\$2,414,830	\$2,447,986	\$2,485,082	\$2,517,875
Other Service Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$211,017	\$197,040	\$194,597	\$147,017	\$147,153	\$152,302	\$157,450	\$162,712	\$167,921
TOTAL OPERATING REVENUE	\$7,804,022	\$8,665,221	\$8,836,035	\$8,660,238	\$8,855,881	\$9,065,030	\$9,274,556	\$9,516,987	\$9,736,639
TOTAL OPERATING EXPENSES	\$7,509,629	\$8,053,619	\$8,085,490	\$8,298,778	\$8,561,929	\$8,833,890	\$9,113,855	\$9,403,076	\$9,701,346
(Surplus) or Deficit	(\$294,393)	(\$611,602)	(\$750,545)	(\$361,459)	(\$293,951)	(\$231,140)	(\$160,700)	(\$113,911)	(\$35,294)

Inflation Analysis					
Version - January 2026					
	Michigan Department of Treasury*				
2022	3.30%				
2023	7.90%				
2024	5.10%				
2025	3.10%				
2026	2.70%				
5-Year Total	22.10%				
Annual Average	4.42%				
*Please Note: that the inflation rate is from the State of Michigan					
Cost Escalation - Specific Goods, Services, Wages					
	<u>2021</u>	<u>2026</u>	<u>% Increase</u>		
Metro Connect Contract	4,543,524	5,609,954.04	23.5%		

**Cost of Millage to Property Owner
Version – January 8, 2025**

Market Value of \$150,000 – Taxable Value of \$75,000

- 0.3124 mills = \$23.43 per year or \$1.95 per month
- 0.35 mills = \$26.25 per year or \$2.19 per month
- 0.375 mills = \$28.13 per year or \$2.34 per month

Market Value of \$200,000 – Taxable Value of \$100,000

- 0.3124 mills = \$31.24 per year or \$2.60 per month
- 0.35 mills = \$35.00 per year or \$2.92 per month
- 0.375 mills = \$37.50 per year or \$3.13 per month

Market Value of \$300,000 – Taxable Value of \$150,000

- 0.3124 mills = \$46.86 per year or \$3.91 per month
- 0.35 mills = \$52.50 per year or \$4.38 per month
- 0.375 mills = \$56.25 per year or \$4.69 per month

KCTA Millage Rate Percentage Adjustment Scenarios

Version - January 22, 2026

	KCTA Millage Rate		
Current Millage Rate - Headlee Reduced	0.3091		
Voter Approved Millage Rate November 2021	0.3124		
Future Millage Rate Scenarios	KCTA Millage Rate	Difference from 2021 Original Approved Amount	% Increase from 2021 Original Approved Amount
	0.3124	0	0
	0.34	0.0276	8.83%
	0.35	0.0376	12.04%
	0.36	0.0476	15.24%
	0.375	0.0626	20.04%
	0.3995	0.0871	27.88%

CCTA and KCTA Estimated Allocation Comparison

Based on Preliminary Audited Financial Report for October 1, 2024 through September 30, 2025

Version - February 12, 2026

Operating Expenses	2025 Expenses	CCTA Percent	KCTA Percent	CCTA Amount	KCTA Amount
Administration	\$ 3,952,386	75%	25%	\$ 2,964,290	\$ 988,097
Maintenance	\$ 3,493,794	93%	7%	\$ 3,249,228	\$ 244,566
Operations	\$ 7,657,223	99%	1%	\$ 7,580,651	\$ 76,572
Connect	\$ 5,738,089	0%	100%	\$ -	\$ 5,738,089
KTC	\$ 1,032,054	69%	31%	\$ 712,118	\$ 319,937
Share	\$ 65,528	0%	100%	\$ -	\$ 65,528
Link	\$ 2,575,468	100%	0%	\$ 2,575,468	\$ -
Totals	\$ 24,514,542			\$ 17,081,754	\$ 7,432,788
Estimated Expense Allocation				70%	30%
Revenue	2025 Revenue	CCTA Percent	KCTA Percent	CCTA Amount	KCTA Amount
Fares	\$ 3,373,198	83%	17%	\$ 2,800,943	\$ 572,255
Other	\$ 703,390	70%	30%	\$ 492,373	\$ 211,017
Millages	\$ 9,685,230	63%	37%	\$ 6,110,796	\$ 3,574,434
MDOT (LBOA-urban)	\$ 7,138,004	70%	30%	\$ 4,996,603	\$ 2,141,401
MDOT (LBOA-non-urban)	\$ 52,742	0%	100%	\$ -	\$ 52,742
MDOT Specialized Grants	\$ 676,452	80%	20%	\$ 539,859	\$ 136,593
FTA	\$ 3,641,661	70%	30%	\$ 2,530,800	\$ 1,110,861
Totals	\$ 25,270,677			\$ 17,471,373	\$ 7,799,304
Estimated Revenue Allocation				69%	31%

**History of Public Transit Millage Election Results
2004 through 2025**

Year	Month	Organization	Amount	Duration	Voter Turnout	Yes	No
2025	November	CCTA	1.10	5 years	23%	67.6%	32.4%
2021	November	KCTA	0.3124	5 years	19%	71.8%	28.2%
2020	March	CCTA	0.9	5 years	32%	70.3%	29.7%
2016	May	KCTA	0.315	5 years	11%	58.1%	41.9%
2015	August	CCTA	0.75	5 years	9%	62.7%	37.3%
2013	May	KCTA	0.4	4 years	8%	72.3%	27.7%
2012	November	COK	0.6	3 years	55%	62.7%	37.3%
2009	November	COK	0.6	3 years	23%	75.6%	24.4%
2009	May	KCTA	0.4	4 years	13%	63.3%	36.7%
2008	November	KCTA	0.63 – 0.84	4 years	63%	42.0%	58.0%
2007	November	COK	1.0	1 year	17%	71.9%	28.1%
2006	November	KCTA	0.45	2 years	51%	54.4%	48.6%
2004	November	COK	1.0	3 years	Unknown	67.5%	32.5%

Millage Rates in Michigan Urban Systems
Version – January 2026

Transit Authority	Year Voted	Millage	Duration	Millage Area
Saginaw	2020	3.2 mills	5 Years	City of Saginaw
Ann Arbor Area Transportation Authority	2014	2.38 mills (3.08 mills total)	No Expiration	City of Ann Arbor, City of Ypsilanti, and Ypsilanti Township
Ann Arbor Area Transportation Authority	2022	0.70 mills (3.08 mills total)	5 Years	City of Ann Arbor, City of Ypsilanti, and Ypsilanti Township
CATA	2024	2.9895 mills	5 Years	Lansing, East Lansing, Meridian Township, Lansing Township, and Delhi Township
Battle Creek Transit	2024	2.66 mills	5 Years	Albion, Battle Creek, Marshall, and Springfield
The Rapid	2017	1.4074 mills	12 Years	Kent County
MTA	2020	0.6 mills (1.2 mills total)	5 Years	Genesee County
MTA	2021	0.6 mills (1.2 mills total)	5 Years	City of Flint
Central County Transportation Authority	2025	1.10	5 Years	Kalamazoo, Parchment, Portage, and Kalamazoo Township, Part of Comstock, Oshtemo Townships
Jackson	2022	0.9897 mills	5 Years	City of Jackson

**Millage Rates in Michigan Urban Systems
Version – January 2026**

SMART	2022	0.95 mills (Macomb, Oakland) 0.994 (Wayne)	4 Years (Macomb) 5 Years (Oakland) 10 Years (Wayne)	Parts of Macomb, Oakland, Wayne Counties
Blue Water	2021	0.6068 mills	5 Years	Parts of Saint Clair County
Kalamazoo County Transportation Authority	2021	0.3124 mills	5 Years	Kalamazoo County

Financial Position

Solid and
stable financial
position



Unrestricted funds in bank
Well maintained young fleet
Facilities that are well maintained
CBA compensation is positioned well in the market
Investing in innovation
Investing in figuring out the future

Well
positioned
because

Voter Support of CCTA Millage Request in November 2025
One-time Federal Pandemic Relief Funds
Awarded over \$10 million in Federal Competitive Grants for Vehicle Purchases

Revenue/Economic Situation

Current – KCTA Millage Considerations

- Funding Concerns
 - No more pandemic relief funds
 - Uncertain Federal funding environment
 - **Stable** State of Michigan funding environment (Short Term/2-years)
 - **Uncertain** State of Michigan funding environment (mid-term/3-5 years)
 - **Pessimistic** State of Michigan funding environment (longer-term/5 years plus)
- Local Property tax environment is positive for taxable value growth, however
- Efforts to “reform” property tax are being discussed and led by Michigan House
- Local funding is stable
 - Fares are slowly growing
 - Positive partnership opportunities

Items Considered Winter 2025 with CCTA Millage

- Funding Concerns
 - No more pandemic relief funds
 - Uncertain Federal funding environment
 - **Negative** State of Michigan funding environment
- Local Property tax environment is positive
- Local funding is stable
 - Fare revenues are slowly growing
 - WMU contract, Youth Mobility, Competitive Grants

2025 TAXABLE VALUES BY UNIT AND CLASS

TOWNSHIPS						2025 TV	% of
	AGRICULTURAL	COMMERCIAL	INDUSTRIAL	RESIDENTIAL	PERSONAL	TOTAL UNIT	TOTAL COUNTY
Alamo	8,362,775	15,978,322	2,908,865	156,074,064	10,850,100	194,174,126	1.6%
Brady	15,291,877	4,695,768	1,299,023	207,793,830	11,925,600	241,006,098	2.0%
Charleston	6,973,934	2,735,839	19,774,306	83,067,900	17,483,100	130,035,079	1.1%
Climax	23,547,183	2,589,594	6,097	69,443,967	9,872,500	105,459,341	0.9%
Comstock	7,102,604	173,907,119	46,268,688	477,761,019	86,040,400	791,079,830	6.5%
Cooper	5,287,257	38,546,579	7,047,675	352,964,817	16,633,274	420,479,602	3.5%
Kalamazoo	0	107,982,565	17,283,654	458,343,755	39,049,200	622,659,174	5.1%
Oshtemo	3,359,109	323,619,678	17,546,731	749,740,029	88,704,200	1,182,969,747	9.7%
Pavilion	21,810,129	26,973,048	26,619,329	247,479,163	15,313,700	338,195,369	2.8%
Prairie Ronde	27,984,409	554,753	647,758	118,292,505	8,829,400	156,308,825	1.3%
Richland	12,921,934	39,322,073	21,838,802	516,477,911	23,017,000	613,577,720	5.0%
Ross	5,423,697	22,293,966	1,850,034	444,392,943	16,889,000	490,849,640	4.0%
Schoolcraft	16,884,628	38,330,794	23,857,286	354,581,138	32,619,500	466,273,346	3.8%
Texas	6,479,138	131,947,156	312,033	1,143,495,652	30,819,800	1,313,053,779	10.8%
Wakeshma	22,123,456	2,074,947	4,418	32,956,300	31,142,300	88,301,421	0.7%
TOWNSHIP TOTALS	183,552,130	931,552,201	187,264,699	5,412,864,993	439,189,074	7,154,423,097	58.8%
CITIES							
Galesburg	0	9,331,830	1,203,214	23,573,527	5,355,400	39,463,971	0.3%
Kalamazoo	0	654,989,789	119,770,468	1,207,755,872	189,678,100	2,172,194,229	17.8%
Parchment	0	8,812,105	10,054,855	40,911,363	3,548,900	63,327,223	0.5%
Portage	0	578,414,048	228,077,506	1,812,003,893	126,648,100	2,745,143,547	22.5%
CITY TOTALS	0	1,251,547,772	359,106,043	3,084,244,655	325,230,500	5,020,128,970	41.2%
2025 TOTAL COUNTY	183,552,130	2,183,099,973	546,370,742	8,497,109,648	764,419,574	12,174,552,067	

Projection-KCTA Millage .3124
Version February 16, 2026

	2025 Actual	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected
	Oct 1, 2024 - Sep 30, 2025	Oct 1, 2025 - Sep 30, 2026	Oct 1, 2026 - Sep 30, 2027	Oct 1, 2027 - Sep 30, 2028	Oct 1, 2028 - Sep 30, 2029	Oct 1, 2029 - Sep 30, 2030	Oct 1, 2030 - Sep 30, 2031	Oct 1, 2031 - Sep 30, 2032	Oct 1, 2030 - Sep 30, 2033
TOTAL OPERATING REVENUE									
Fares	\$572,255	\$583,700	\$595,374	\$625,143	\$643,897	\$663,214	\$683,110	\$703,604	\$724,712
FTA	\$1,092,498	\$1,637,341	\$1,010,915	\$790,499	\$790,499	\$790,499	\$790,499	\$814,214	\$814,214
KCTA Millage	0.3124	\$3,574,434	\$3,843,823	\$4,005,787	\$4,125,961	\$4,249,740	\$4,377,232	\$4,508,549	\$4,643,805
MDOT	\$2,353,817	\$2,403,317	\$2,419,004	\$2,342,951	\$2,377,065	\$2,414,830	\$2,447,986	\$2,485,082	\$2,517,875
Other Service Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$211,017	\$197,040	\$194,597	\$147,017	\$147,153	\$152,302	\$157,450	\$162,712	\$167,921
TOTAL OPERATING REVENUE	\$7,804,022	\$8,665,221	\$8,225,678	\$8,031,570	\$8,208,353	\$8,398,077	\$8,587,594	\$8,809,416	\$9,007,841
TOTAL OPERATING EXPENSES	\$7,509,629	\$8,053,619	\$8,085,490	\$8,298,778	\$8,561,929	\$8,833,890	\$9,113,855	\$9,403,076	\$9,701,346
(Surplus) or Deficit	(\$294,393)	(\$611,602)	(\$140,188)	\$267,208	\$353,576	\$435,813	\$526,262	\$593,660	\$693,504

Projection-KCTA Millage .35
Version February 16, 2026

	2025 Actual	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected
	Oct 1, 2024 - Sep 30, 2025	Oct 1, 2025 - Sep 30, 2026	Oct 1, 2026 - Sep 30, 2027	Oct 1, 2027 - Sep 30, 2028	Oct 1, 2028 - Sep 30, 2029	Oct 1, 2029 - Sep 30, 2030	Oct 1, 2030 - Sep 30, 2031	Oct 1, 2031 - Sep 30, 2032	Oct 1, 2030 - Sep 30, 2033
TOTAL OPERATING REVENUE									
Fares	\$572,255	\$583,700	\$595,374	\$625,143	\$643,897	\$663,214	\$683,110	\$703,604	\$724,712
FTA	\$1,092,498	\$1,637,341	\$1,010,915	\$790,499	\$790,499	\$790,499	\$790,499	\$814,214	\$814,214
KCTA Millage	0.35	\$3,574,434	\$3,843,823	\$4,487,918	\$4,622,555	\$4,761,232	\$4,904,069	\$5,051,191	\$5,202,727
MDOT	\$2,353,817	\$2,403,317	\$2,419,004	\$2,342,951	\$2,377,065	\$2,414,830	\$2,447,986	\$2,485,082	\$2,517,875
Other Service Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$211,017	\$197,040	\$194,597	\$147,017	\$147,153	\$152,302	\$157,450	\$162,712	\$167,921
TOTAL OPERATING REVENUE	\$7,804,022	\$8,665,221	\$8,707,808	\$8,528,165	\$8,719,846	\$8,924,914	\$9,130,236	\$9,368,338	\$9,583,531
TOTAL OPERATING EXPENSES	\$7,509,629	\$8,053,619	\$8,085,490	\$8,298,778	\$8,561,929	\$8,833,890	\$9,113,855	\$9,403,076	\$9,701,346
(Surplus) or Deficit	(\$294,393)	(\$611,602)	(\$622,319)	(\$229,386)	(\$157,916)	(\$91,024)	(\$16,380)	\$34,738	\$117,815

Projection-KCTA Millage .375
Version February 16, 2026

	2025 Actual	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected	2031 Projected	2032 Projected	2033 Projected
	Oct 1, 2024 - Sep 30, 2025	Oct 1, 2025 - Sep 30, 2026	Oct 1, 2026 - Sep 30, 2027	Oct 1, 2027 - Sep 30, 2028	Oct 1, 2028 - Sep 30, 2029	Oct 1, 2029 - Sep 30, 2030	Oct 1, 2030 - Sep 30, 2031	Oct 1, 2031 - Sep 30, 2032	Oct 1, 2030 - Sep 30, 2033
TOTAL OPERATING REVENUE									
Fares	\$572,255	\$583,700	\$595,374	\$625,143	\$643,897	\$663,214	\$683,110	\$703,604	\$724,712
FTA	\$1,092,498	\$1,637,341	\$1,010,915	\$790,499	\$790,499	\$790,499	\$790,499	\$814,214	\$814,214
KCTA Millage	0.375	\$3,574,434	\$3,843,823	\$4,808,483	\$4,952,738	\$5,101,320	\$5,254,359	\$5,411,990	\$5,574,350
MDOT	\$2,353,817	\$2,403,317	\$2,419,004	\$2,342,951	\$2,377,065	\$2,414,830	\$2,447,986	\$2,485,082	\$2,517,875
Other Service Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$211,017	\$197,040	\$194,597	\$147,017	\$147,153	\$152,302	\$157,450	\$162,712	\$167,921
TOTAL OPERATING REVENUE	\$7,804,022	\$8,665,221	\$9,028,374	\$8,858,347	\$9,059,934	\$9,275,204	\$9,491,035	\$9,739,961	\$9,966,303
TOTAL OPERATING EXPENSES	\$7,509,629	\$8,053,619	\$8,085,490	\$8,298,778	\$8,561,929	\$8,833,890	\$9,113,855	\$9,403,076	\$9,701,346
(Surplus) or Deficit	(\$294,393)	(\$611,602)	(\$942,884)	(\$559,569)	(\$498,004)	(\$441,315)	(\$377,180)	(\$336,885)	(\$264,957)



Planning and Development Committee Notes

Date: Wednesday, February 18, 2026

Members Present: James Ayers (Chair), Chris Burns, Greg Rosine, Nicole Beauchamp, Keshia Woodson-Sow (Staff Liaison), Sean McBride (Executive Director), Annette Arkush

Absent: Tafari Brown

Guests: Greg Vlietstra, Cheryl Pesti

Items for Discussion

KCTA Millage

- Executive Director McBride presented an overview of the KCTA Millage.
- Committee held conversation on recommendations and approvals timeline.
- Review of financial information was conducted.
- Discussion on the duration of the millage, committee discussed the pros and cons to having a 5-, 6-, or 7-year millage. Committee agrees to present a recommendation for 6-year millage.
- Committee reviewed financial information for millage rate recommendations of 0.3124, 0.34, 0.35, and 0.375. Committee asked to see financials for a 0.36 millage rate. Committee agreed to recommend a 0.36 millage rate.
- Discussion continued for millage duration and financial outlook at local, state, and federal levels.
- Committee will continue discussions at the next meeting in March and make a recommendation regarding specific Ballot Language for approval to the CCTA/KCTA Boards at the April 13 Board Meeting.

The meeting adjourned at 2:47 pm.



Connecting People Throughout
Kalamazoo County

Agenda Item; 7.a.1 Meeting Date 03/09/26

TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
Prepared by: Greg Vlietstra, Director of Support Services
DATE: February 19, 2026
SUBJECT: 2026 CCTA Millage Levy

BACKGROUND

On November 4, 2025, the voters within the CCTA boundaries approved the urban transit millage vote to fund the fixed-route bus, Metro Share, and Metro Link systems. This affirmative vote enabled the collection of up to 1.1 mills for service in 2026 through 2030.

For 2026, it is recommended that the CCTA levy 1.05 mills. This recommendation to levy less than the allowable amount is based on the forecasted revenue and expenses for the next year. The CCTA has the capacity to operate with the 1.05 millage levy for the upcoming year. The 2026 levy will impact revenue collections for the second half of fiscal year 2026 and the first half of fiscal year 2027.

The CCTA levied 0.8933 mills for calendar year 2025. With the 1.05 rate, it is estimated that approximately \$7.6 million will be collected to fund public transit services in 2026. If the full 1.1 mills were levied, it is estimated that amount would be \$8 million.

With the CCTA Board authorization of the Resolution, it will be provided to member jurisdictions by May 15, 2026. The 2025 KCTA millage levy was approved as part of the 2026/2027 budget and will be collected as part of the July 2026 tax bill for the cities of Kalamazoo, Portage, and Parchment and in December 2026 for the townships of Kalamazoo, Comstock, and Oshtemo.

This item was reviewed and discussed at the Performance Monitoring Committee on February 18, 2026. This committee recommends the 1.05 millage levy rate for 2026.

RECOMMENDATION

Metro administrative staff and the Performance Monitoring Committee recommend approval of the attached CCTA millage levy resolution.

ATTACHMENT

1. Resolution No. 2026-001 Levying the 2026 CCTA Transit Millage

CENTRAL COUNTY TRANSPORTATION AUTHORITY ("CCTA")
Resolution: 26-001

**Resolution Levying the Transit Millage for 2026 and Providing for Collection of the Transit Millage in July 2026 for
the Cities of Kalamazoo, Portage and Parchment and in
December 2026 for the Townships of Kalamazoo, Comstock, and Oshtemo in Kalamazoo County**

The CCTA makes the following findings:

1. The Kalamazoo County Board of Commissioners created the CCTA under Public Act 196 of 1986, as amended ("Act 196").
2. CCTA was created to operate a county-wide transit system in Kalamazoo County and to also determine if a millage is necessary in order to operate the public transportation system.
3. Act 196 authorizes CCTA to levy a tax to provide for public transportation services, if approved by the Voters.
4. The CCTA operates the fixed-route bus system within the urbanized areas of Kalamazoo County. The boundaries of the CCTA are included in the CCTA Articles of Incorporation. The Articles of Incorporation were updated by the Kalamazoo County Board of Commissioners on August 29, 2019. The Boundaries of the CCTA include the cities of Kalamazoo, Parchment and Portage. All areas of Kalamazoo Township, in Comstock Township, and Precincts #03, # 04, 05, #06, #07, #08 and #09 in Oshtemo Township.
5. CCTA adopted a resolution, which submitted to Kalamazoo County voters the question of whether up to 1.1 mills should be levied during 2026, 2027, 2028, 2029 and 2030 for the purpose of providing public transportation services in Kalamazoo County.
6. The voters approved the millage request at the November 4, 2025 election.
7. CCTA is now adopting this resolution for the CCTA 2026 Transit Millage to levy **1.05 mills** on all taxable property located in the Central County Transportation Authority boundaries. This millage should be collected by tax assessing officials for the cities of Kalamazoo, Portage and Parchment located in Kalamazoo County as part of the July tax bill. Tax assessing officials for the townships of Kalamazoo, Comstock and Oshtemo located in Kalamazoo County should collect this millage as part of the December tax bill.

Based on these findings, the CCTA resolves:

1. Voters approved the millage request at the November 4, 2025 election. CCTA shall levy **1.05 mills** up to the allowable amount after the Headlee Amendment is applied by the Kalamazoo County Equalization Director on all taxable property located in Kalamazoo County for 2025 Tax assessing officials for on all taxable property located within the Central County Transportation Authority Boundary for 2026. Tax assessing officials for the cities of Kalamazoo, Portage and Parchment in Kalamazoo County shall collect this millage as part of the July tax bill. Tax assessing officials for the townships of Kalamazoo, Comstock and Oshtemo in Kalamazoo County shall collect this millage as part of the December tax bill. Within Oshtemo Township CCTA boundaries include Voting Precincts #03, #04, #05, #06, #07, #08 and #09. All funds generated by this levy shall be appropriated to expenditures according to CCTA's budget.
2. A certified copy of this resolution shall be filed with the proper tax assessing officials no later than May 15, 2026.
3. The CCTA Board and its officers and agents are authorized and directed to take all other actions appropriate to carry out the intent of this resolution, including providing an L-4029.

The aforementioned resolution was offered by _____ and supported by _____.

Ayes:
Nays:
Absent:

RESOLUTION DECLARED ADOPTED.

STATE OF MICHIGAN
)ss
COUNTY OF KALAMAZOO

I, Barbara A Blissett, Central County Transportation Authority Clerk, do hereby certify that the foregoing is a true copy of a Resolution adopted by the Central County Transportation Authority at a regular meeting held on March 9, 2026

Barbara A Blissett, Clerk
Central County Transportation Authority



Connecting People Throughout
Kalamazoo County

Agenda Item: 7.a.2
Meeting Date 03/09/26

TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
Prepared by: Greg Vlietstra, Director of Support Services
DATE: February 19, 2026
SUBJECT: Resolution of Intent to Apply for FY 2027 Grant Funding from MDOT

BACKGROUND

State of Michigan Public Act 51 grants provide the largest single funding source at approximately twenty-nine (29%) percent for the public transit system. Generated fares, local Millages, Federal operating assistance, and other sources comprise the approximate seventy-one (71%) percent of remaining operating revenue. MDOT and Central County Transportation Authority (CCTA) entered into the Master Agreement on September 21, 2016.

The recommended MDOT grant funds include:

- The Metro Share program which provides the use of vehicles to non-profit agencies qualifies for funding from Michigan's Specialized Services.
- Ridesharing activities are eligible for reimbursements from the state's Congested Mitigated Air Quality (CMAQ) funds.
- Mobility Management identified by the Public Transit/Human Services Transportation Committee.
- MDOT capital funding for purchases such as new buses, vans, equipment, building improvements, etc.

This grant application, which corresponds with the CCTA and KCTA Adopted Budget for Fiscal Year 2027 and 2028, will be filed with formal submission to MDOT and will occur upon completion of board approval and the required 30-day public comment period. A notice will be published in the *Kalamazoo Gazette* that this application will be available for public review and comment.

RECOMMENDATION

Metro administrative staff and the Performance Monitoring Committee recommend adoption of the attached Resolution of Intent to apply for annual grant funding from the Michigan Department of Transportation (MDOT) for Fiscal Year (FY) 2027. The resolution also authorizes the Executive Director to execute documents pertaining to the 2027 grant application on behalf of the CCTA and KCTA Boards.

ATTACHMENTS

1. 26-002 MDOT Resolution of Intent

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at www.Michigan.gov/MDOT-ADA.

Michigan Department
of Transportation
3078 (12/2025)

FY 20 RESOLUTION OF INTENT 26-002

The approved resolution of intent to apply for state formula operating assistance for fiscal year 20 under Act 51 of the Public Acts of 1951, as amended.

INSTRUCTIONS: Complete and return it to the Michigan Department of Transportation.

WHEREAS, pursuant to Act 51 of the Public Acts of 1951, as amended (Act 51), it is necessary for the _____, (hereby known as THE APPLICANT) established under

Name of Applicant (Legal organization name)

Act _____ to provide a local transportation program for the state fiscal year of 20 and, therefore, apply for state financial assistance under provisions of Act 51; and

WHEREAS, it is necessary for the governing body to name an official representative for all public transportation matters, who is authorized to provide such information as deemed necessary by the State Transportation Commission or department for its administration of Act 51; and

WHEREAS, it is necessary to certify that no changes in eligibility documentation have occurred during the past state fiscal year; and

WHEREAS, the performance indicators have been reviewed and approved by the governing body.

WHEREAS, THE APPLICATION, has reviewed and approved the proposed balance (surplus) budget, and funding sources of estimated federal funds \$ _____, estimated state funds \$ _____, estimated local funds \$ _____, estimated fare box \$ _____, estimated other funds \$ _____, with total estimated expenses of \$ _____.

NOW THEREFORE, be it resolved that THE APPLICANT hereby makes its intentions known to provide public transportation services and to apply for state financial assistance with this annual plan, in accordance with Act 51; and

HEREBY, appoints _____ as the Transportation Coordinator, for all public transportation matters, who is authorized to provide such information as deemed necessary by the State Transportation Commission or department for its administration of Act 51 for 20 _____.

I, _____, _____ of _____ (Name) _____ (Secretary/Clerk)

THE APPLICANT, having custody of the records and proceedings of THE APPLICANT, does hereby certify that I have compared this resolution adopted by THE APPLICANT at the meeting of _____, 20 _____, with the original minutes now on file and of record in the office and that this resolution is true and correct.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed seal of said _____, this _____ day of _____ A.D. 20 _____.
SIGNATURE



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MEETING NOTES

Performance Monitoring Committee

February 17, 2026 at 3 PM

Microsoft Teams Virtual Meeting

Members: Aditya Rama (Chair), Dusty Farmer
Absent: Tim Sloan
Staff: Sean McBride, Greg Vlietstra, Cheryl Pesti, Barbara Blissett

1. CCTA Millage Resolution

- Exec. Dir McBride shared that even though the millage was approved for 1.1 mils, the Act 51 funding is proving to be more than originally anticipated when preparing the recent budget for 2026 and 2027
- Staff recommends setting the Tax Levy at 1.05 for 2026
- The Committee would recommend to the Board to adopt a resolution for the 2026 CCTA Tax Levy at 1.05 mils at the March 9 meeting.

2. MDOT Grant Resolution

Support Services Dir. Vlietstra advised the Committee of the annual MDOT Resolution of Intent being placed on the March 9 Board Agenda. He said it allowed Metro to apply for financial assistance from the State to provide public transportation services for Fiscal Year 2027

3. Metrics Report

Notes:

- Support Services Dir. Vlietstra said the report for January was not available in time for this meeting.
- Exec. Dir. McBride reviewed Key Performance Indicators that the Board Operations Committee is developing with Exec. Dir. McBride.
-

The next meeting is March 17, 2026

The meeting adjourned at 3:35 pm.



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Agenda Item: #7.b.1 Meeting Date: 03/09/26

TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
Prepared By: Cheryl Pesti, Budget and Accounting Manager
DATE: February 19, 2026
SUBJECT: January Income & Expense Statement

BACKGROUND

The Income and Expense Statement is an internal document which is used to measure the CCTA's financial performance. The budget is used as a comparison for perspective.

We are currently within budget.

Some areas to highlight:

- Both the urban millage (CCTA) and county-wide millage (KCTA) are due in February and September. At this point we have collected \$1,218,800 (11%) of the FY26 millages.
- We have collected \$1,242,601 (15% of the budgeted amount) in fares for this year.
- The FTA operating assistance revenue is accrued at the end of the year (September). To date, we have requested \$15,524,494 in COVID-19 relief funds (2020-\$1,500,000; 2021-\$4,500,000, 2022-\$2,000,000, 2023-\$2,524,494, 2024-\$3,500,000, 2026-\$1,500,000).
- The average price for a gallon of diesel fuel in January 2025 was \$2.21 and in January 2026, it was \$1.97. This is an 11% increase.
- Total operating expenses for Metro year-to-date are 28% of the total budgeted amount.

Attachment:

1. January 2026 Income & Expense Statement



	FY2026 CCTA Board Recommended Budget	January 2026	Year to Date FY 2026	Year to Date % 33%	Monthly Funding %
STATEMENT OF INCOME AND EXPENSE					
Operating Revenue					
Fare Revenue					
Regular Route Cash	749,625	52,876	232,069	31%	2%
Metro County Connect Fares	492,255	20,797	150,442	31%	1%
Metro Link Fares	50,848	5,777	29,575	58%	0%
WMU Fares	1,197,950	598,975	598,975	50%	21%
Tokens	401,250	32,352	114,197	28%	1%
Pass Sales	328,215	21,868	91,538	28%	1%
Texas Twp/KVCC Prepaid Fares	113,072	25,806	25,806	23%	1%
	<u>3,333,215</u>	<u>758,451</u>	<u>1,242,601</u>	<u>37%</u>	<u>27%</u>
Other Revenue					
Advertising	75,000	4,375	17,500	23%	0%
Intermodal Operations	263,700	3,000	12,000	5%	0%
Miscellaneous Revenue	18,650	1,164	6,127	33%	0%
Commission Revenue - (GH, IT, FlixBus)	4,200	176	847	20%	0%
Interest Income	295,250	18,408	78,240	26%	1%
	<u>656,800</u>	<u>27,124</u>	<u>114,713</u>	<u>17%</u>	<u>1%</u>
Urban Millage (CCTA)	7,017,960	453,694	480,699	7%	16%
County-wide Millage (KCTA)	3,843,823	659,842	738,100	19%	23%
MDOT - Operating	6,971,391	637,203	2,552,242	37%	23%
FTA - Operating	5,457,803	0	2,413,721	44%	0%
Provision for Depreciation	3,255,200	290,903	1,112,145	34%	10%
TOTAL OPERATING REVENUE	<u>30,536,192</u>	<u>2,827,217</u>	<u>8,654,223</u>	<u>28%</u>	<u>100%</u>
Operating Expenses by Division					
Administration/Overhead	8,228,448	764,835	2,694,222	33%	
Kalamazoo Transportation Center Operations	1,065,683	89,107	290,446	27%	
Maintenance	3,575,084	358,724	1,067,588	30%	
Operations	8,699,446	856,385	2,592,860	30%	
Metro Connect	6,083,142	944,501	1,431,432	24%	
Metro Share	59,553	2,912	13,461	23%	
Metro Link	3,126,958	92,304	590,537	19%	
TOTAL OPERATING EXPENSE	<u>30,838,314</u>	<u>3,108,767</u>	<u>8,680,546</u>	<u>28%</u>	
NET (UNFUNDED) BALANCE for period	<u>(302,122)</u>	<u>(281,550)</u>	<u>(26,323)</u>		



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External Relations Committee Notes

February 18, 2026 3:00 PM

Members Present: Lisa Mackie, Chair, Paul Ecklund, Christyn Johnson,
Garrylee McCormick, Sean McBride, Emily Urban, Annette Arkush (Committee Support)
Guests: Blaine Lam

1. **Social Media/Domain Discussion**
Emily introduced Blaine Lam, who has been involved in assisting Metro with communication and public reports for multiple years. Exec. Director McBride has requested that Emily and Blaine do a complete review of Metro public messaging for consistency and clarity. Blaine discussed a few of the issues that have been of concern, including the domain name of “Metro”. This is a work in progress, as the former name “Metro Transit” is still being used in many places. They are reviewing options to address, but it will take some time. Emily will keep the committee apprised of their progress.
2. **2025 Annual Report Review**
The committee had discussion about the progress of the annual report. Gary Sigman commented that the report needs to utilize more bullet points and call outs making it easy to absorb quickly Target mail date is April 15.
3. **Legislative Outreach**
 - a. **Lobbying Plan – Exec. Dir. McBride did an overview of the MPTA State of Michigan Legislative Agenda for 2026. Focus is on protecting current level of funding. (See Attached 2006 Legislative Agenda and 2026 Federal Policies and Legislative Priorities.)**
 - b. **Legislative Breakfast - Friday, May 8, 2026**
 - Save the date to be mailed soon; Electronic invitations the first week of April
 - Current focus is on invitation list, with emphasis on KCTA communities to tie in with education about the millage vote in August.
4. **Jurisdictional Outreach Planning**
 - a. **Jurisdictional Assignments-New Board Members. The county is working on the remaining three appointments. Exec. Dir. McBride will communicate with the committee and full board when complete.**
 - b. **Scheduled Jurisdictional Outreach Presentations. Chair Mackie advised that Climax was still without a board member. Exec. Dir. McBride advised that until the appointments are complete, Metro staff will cover the opening**

Next Meeting: March 18, 2026 @ 3:00PM



2026 Transit Legislative Agenda

1. Strengthening and Sustaining State Transit Funding

- Local Bus Operating (LBO) is the state budget line that supports Michigan's essential local transit services. While the 2025 transportation funding helped to avert deeper cuts, Michigan's local bus systems remain historically underfunded – with current reimbursement rates of just 35% (for nonurban agencies) and 30% (for urban agencies) of their operating expenses. *Note: PA 51 provides that LBO is fully funded at 60% and 50%, respectively.*
- The MPTA supports at least \$320 million in LBO for FY2027 to maintain reimbursement rates, protect at-risk services, and support needed expansions.
- The MPTA also supports additional funding to increase frequencies on vital intercity bus routes.
- State leaders must plan ahead to ensure long-term fiscal sustainability, while seeking opportunities to restore reimbursement rates to traditional levels.
- Lastly, the MPTA supports development of additional funding solutions, such as the increased allocation of auto-related sales taxes to the Comprehensive Transportation Fund (CTF).
 - FY2027 Appropriations and Transportation Budget
 - Requiring full state funding of Local Bus Operating
 - [HB 4210 of 2025](#) – increasing auto-related sales tax allocations for transportation purposes

2. Effective Implementation of Neighborhood Roads Funding

- Once fully realized, the new Neighborhood Roads Fund will provide \$35 million annually in transit operating support and \$65 million annually for a new Infrastructure Projects Authority Fund.
- The MPTA supports the effective use of these funds to firstly maintain current services while also helping to develop new transit plans, services, and facilities that meet identified needs in a sustainable manner.
- Neighborhood Roads Fund allocations should primarily strengthen the eligible transit providers identified in PA 51, guided by state and local transit plans and allocated equitably across the state.
 - [PA 16 of 2025](#) – new Neighborhood Roads Act
 - FY2027 Appropriations and Transportation Budget

• Modernizing MDOT Policies and Facilitating Transit Projects

- The MPTA supports legislative and administrative reforms at MDOT to ensure that transit is fully integrated into statewide transportation planning, project delivery, and funding decisions.
- The Governor should establish a new Bureau of Mobility with a gubernatorially-appointed director to provide for stronger collaboration and emphasis on transit, rail, aeronautics, ports, and economic development. The MPTA also encourages the inclusion of public transit expertise among State Transportation Commission (STC) appointees.
- MDOT should regularly develop, update, and report on a comprehensive statewide mass transit plan to guide future improvements and investments.
- MDOT should also proactively assess and address public transit needs during state trunkline highway projects, and “reasonable appurtenances” should be legislatively defined to include transit-supportive road elements.
- Lastly, the MPTA supports legislative changes to facilitate the development of innovative Bus Rapid Transit (BRT) projects on state trunklines in urban corridors and to authorize intermodal services at MDOT park-and-rides.

- Updating PA 51 and PA 286 transportation statutes for planning and assessment responsibilities
- Establishing a new Bureau of Mobility within MDOT and ensuring transit expertise on the STC
- Creating statutory definition of “reasonable appurtenances”
- Clarifying jurisdictional responsibilities for new BRT projects
- Authorizing intermodal transit services at MDOT park-and-ride lots

4. Updating Transit Funding Formulas

- The MPTA supports updating and correcting several definitions and references within PA 51 transit funding formulas.
- One change would update the LBO distribution population threshold to align with the federal definition of 200,000 for urbanized areas.
- Other changes would update and/or eliminate outdated references for local funding floors.
- Lastly, PA 51 should be updated to properly require state funding of the non-federal portion of transit capital projects, as has been the historic practice.
 - Updating PA 51 transit funding formulas

5. Protecting Local Funding of Transit Services

- The MPTA will closely monitor and respond to any proposed changes to local property tax structures and rules impacting transit millages.
- We support reforms – such as solutions to “dark stores” practices - that protect and enhance local transit funding, ensuring communities retain the ability to invest in essential mobility services.
 - Protecting vital local property tax structures

6. Protecting Transit Workers

- The MPTA supports legislation to help ensure a safe and respectful environment for both employees and riders.
 - Providing agencies with additional safety tools and strengthening penalties for assaults against transit workers

7. Enhancing Transit Authority Governance

- The MPTA supports creating new safeguards for board member appointment, removal, and governance under PA 196 and other statutes.
- These reforms will enhance accountability, transparency, and effective oversight of transit authorities, ensuring public trust and high standards of service.
 - Clarifying transit authority governance

8. Expanding Pupil Transportation Options

- The MPTA supports legislation to codify the ability of school districts to contract with public transit agencies for pupil transportation, with appropriate requirements to ensure safety and service quality.
- This approach expands mobility options for students, supports efficient use of resources, and strengthens partnerships between schools and local transit providers.
 - Updating Michigan’s pupil transportation act to provide for public transit services



COMMUNITY TRANSPORTATION
ASSOCIATION OF AMERICA

2026 FEDERAL POLICY & LEGISLATIVE PRIORITIES

CTAA rural, small urban, tribal, NEMT, and specialized transportation members are dedicated to ensuring all Americans have access to safe, affordable, and reliable transportation.



CONTINUED FEDERAL INVESTMENT IN PUBLIC TRANSPORTATION THROUGH THE MASS TRANSIT ACCOUNT

CTAA strongly advocates that the upcoming surface transportation authorization continue to fund public transit through the Highway Trust Fund's Mass Transit Account. This support is vital for passengers and public transit systems across the entire United States, from urban centers to rural communities. We urge increased funding levels for both formula-based and discretionary core public transit grant programs to keep pace with inflation.



REGULATORY REFORM FOR SMALL TRANSIT SYSTEMS

Smaller transit systems, whether they are in an urban or rural area, are burdened by regulations that are often unnecessary, outdated, and unsuitable for their operations. **CTAA is advocating for the following changes to simplify and modernize these rules:**

- State-managed transit programs should comply with *either* state or federal regulations, not both.
- Streamline NTD reporting for smaller agencies and limit the scope of data review inquiries.
- All proceeds from the sale of transit vehicles where there is no federal financial interest should return to the transit agency for future capital program use
- FTA should pre-certify Buy America compliance of commonly purchased vehicles
- Simplify all forms of procurement for smaller transit agencies through templates, checklists, and threshold changes
- FTA grantees should only need to certify NEPA compliance after having purchased land
- FTA triennial and oversight reviews should be desk reviews for smaller transit agencies unless otherwise warranted due to major capital projects and/or other concerns



80% FEDERAL SHARE FOR FINANCING PUBLIC TRANSIT PROJECTS

The federal share for all projects financed with FTA formula-based public transit funds should be consistent at 80 percent, regardless of whether a specific project is for "operating" or "capital" purposes. This change **will not affect the federal transit spending bottom line**, and allow decisions to be made by states and urban transit agencies in recognition of state and local laws, needs and circumstances.

**INCREASE PERFORMANCE-BASED FUNDING FOR SMALL URBAN TRANSIT INTENSIVE CITIES (STIC)**

In urban areas of 200,000+ population, 7.6 percent of their FTA formula-based public transit funds are allocated on the basis of performance. Currently **only 3 percent** of formula-based transit funds are allocated to urban areas with populations less than 200,000 on the basis of performance. This share, under the “Small Transit Intensive Cities” formula should be **increased to 5 percent**.

**MAINTAIN THE CURRENT RATIO OF DISCRETIONARY DEDICATED BUS AND BUS FACILITIES FUNDING**

The current ratio of discretionary funding in the Section 5339 (b) and (c) ensures that the nation’s mid-size, small-urban, tribal and rural transit systems have **ample opportunity to compete** for vital bus replacement and facility investment. Efforts to shift these funds to a formula (i.e. the Section 5307 formula) would dramatically reduce the amounts of Section 5339 (b) and (c) for the nation’s smaller transit providers.

**SHIFT ALL SECTION 5339 FUNDING INTO THE BUS AND BUS FACILITIES PROGRAM**

CTAA supports local control and decision making. **We recommend consolidating Section 5339 (c) and shifting its funding into Section 5339 (a) and (b)**. Allow low- or no-emission buses or related facilities to be eligible, respecting what states and urban areas choose to do with their Sec 5339 (a) formula allocations, and the choices and priorities of applicants to the Sec 5339 (b) discretionary program.

**INCREASE FORMULA FUNDS FOR RURAL AND STATEWIDE TRANSIT BUSES AND FACILITIES**

Under current law, each state receives \$4 million per year in formula-based Section 5339 (a) funds for bus and bus facility projects that can be used in rural or in urban areas at the discretion of the state. Even if every state were successful at receiving Sec. 5339 (b) competitive grants from FTA for their statewide bus procurements, the 15 percent of that program’s funds reserved for rural projects is inadequate to the total need for timely replacement of existing buses, renovation and construction of bus facilities, and needed expansion of many rural transit fleets. **The amount provided to states through the “national distribution” of Section 5339 (a) funds should be increased to \$8 million per state and \$2 million per territory at minimum.**



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AGENDA and MEETING NOTES

Board Operations Committee

February 19, 2026 at 2:00 PM
Microsoft Teams Virtual Meeting

Members: Curtis Aardema, James Ayers, Chris Burns (Arrived at 2:20 pm), Lisa Mackie, Aditya Rama

Absent: Dusty Farmer

Staff: Sean McBride, Barbara Blissett

1. Review CCTA/KCTA March 9, 2026 Meeting Agenda

Notes:

- The Committee reviewed the March 9th meeting agenda. Exec. Dir. McBride noted there would be a proclamation recognizing Transit Day and an Annual Report.

2. Review Committee Activities

Notes:

- Committee Chair Ayers reported the Planning and Development Committee met and discussed the current upcoming KCTA August millage question. He said after reviewing the options of .35, .36 or .375 the Committee was considering recommending a millage amount of .36 mils with a term of six years. Ayers said the six years would eliminate the back-to-back millage elections for the CCTA and KCTA
- The Committee deliberated the dates for future KCTA elections with relation to types of elections and questions that would be sharing the ballot. They took into account the approval rates from various jurisdictions and which dates would produce passage of the millage. Chair Aardema noted that historically in past elections, the millage question was usually a success if paired with a City Commission election
- Exec. Dir. McBride responded to a question that if it was determined that KCTA would be experiencing a deficit that either CCTA could provide a supplement or there could be a Gap millage place on an election ballot or introduce a whole new millage and dissolve/replace the prior one
- The Committee agreed it should be placed on the March Board Agenda for discussion then finalize the ballot resolution at the April meeting
- Committee Chair Rama reported from the Performance Monitoring Committee, after being advised that the Act 51 funding would be more than anticipated, agreed to recommend Board approval of 1.05 mils for the 2026 CCTA millage
- Chair Rams indicated they would be presenting the 2027 MDOT Grant Resolution for approval
- Chair Mackie reported the External Relations Committee had met and discussed the draft Annual Report with Blain Lam attending the meeting for insight
- Chair Mackie shared that additional discussion was held regarding social media still referring to Metro as Metro Transit. She said the rebranding had taken place several years ago but now was resulting in some confusion for residents. She said staff would be looking into it for some resolution to the issue



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- Exec, Dir. McBride shared he would be attending MPTA Legislative Day in Lansing March 12th
- Chair Mackie noted that plans were in the works for the Legislative Breakfast at Metro on May 8th
- Chair Aardema noted from Board Operations Committee that the sub-committee formed to review the Executive Director's contract had met and now he would be bringing it to the attorney for his review
- Exec. Dir. McBride stated the County Board of Commissioners would be appointing Terry Urban to fill the Portage vacancy left by Jim Pearson and begin interviews for the remaining CCTA vacancies
- Next meeting dates are March 26th and April 30

The meeting adjourned at 2:50 pm



Agenda Item: #10 Meeting Date: 03/09/26
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Connecting People Throughout
Kalamazoo County

TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
DATE: March 3, 2026
SUBJECT: Executive Director Update

Michigan Mobility Fellows Program

Metro has been awarded MI Mobility Fellow. The MI Mobility Fellows (MMF) Program is a 15-month, highly selective fellowship designed to strengthen Michigan’s transportation and mobility ecosystem. Fellows from across the country are placed in host organizations where they gain hands-on experience addressing real mobility challenges. This program aims to make Michigan’s mobility future more inclusive, accessible, and sustainable and improving the way people, goods, and ideas move across the state. The application for this program was supported by Kalamazoo County, City of Kalamazoo, the United Way and the Regional Blueprint for Peace initiative. The Fellow will be engaged in the Blueprint for Peace to help meet regional transportation objectives.

Human Resources

Metro has hired three new mechanics. Sean Lewman and Trevor Moore started on February 16th and Deric Gilliosh started on March 2nd.

Metro is currently in the process of searching for a Director of Fixed-Route Operations. Metro is utilizing the services of the firm Yeo and Yeo to conduct the executive recruitment.

Partnership Opportunities

Metro staff are working on developing several partnership opportunities with organizations that include the United Way, Discover Kalamazoo, the Chamber of Commerce, Bronson, Kalamazoo County Veterans Services and Western Michigan University.

MPTA Legislative Day

Staff will be participating in Michigan Transit Legislative Day on March 12 at the Capital. This is an annual program put together by the Michigan Public Transit Association.

Outreach

Metro staff have participated in 10 Imagine Kalamazoo 2035 Community Engagement Events with the City of Kalamazoo. The sessions consist of two-hour blocks of time in specific neighborhoods for the public to come and ask questions about future plans for Kalamazoo. There will be two more sessions scheduled through the beginning of March.

Attachments

1. Metro Connect Update
2. Metro Link Update



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Agenda Item: 10.b Meeting Date 03/09/26
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TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
Prepared by Richard G Congdon, On-Demand Services Manager
DATE: March 2, 2026
SUBJECT: January Metro Link Update

BACKGROUND

Metro Link is Metro's microtransit program that was launched on April 15, 2024. Metro Link operates in three zones in Kalamazoo County and supplements Metro bus service. Daily operations are contracted with VIA Transportation, Inc. Metro Link operates during the same service hours and days as the fixed-route buses.

DISCUSSION

January set the record for the most Metro Link rides ever with 9,905 completed with a utilization of 2.8. This is the second month in a row with a 2.8 utilization number, approaching the goal of a consistent 3.0 utilization. There were a record number of ride requests with 18,868.

The January average wait time was 18 minutes, with an average trip distance of 3.3 miles in 10 minutes. There were 226 wheelchair trips taken. The average rating was 4.9 and there were 1,734 five star ratings given in January.

The overlaps to the Zones had 354 trips. The West Zone had 4,067 rides, the South Zone 2,576 and the East Zone 2,789. Metro Link provided 119 trips that linked with the Metro bus as well. There were 807 active riders in January with 480 new passenger registrations.

Metro Link Wheelchair Accessible Vehicles

Metro Link operates a fleet of thirteen Chrysler Pacifica and Toyota Sienna vans. Of these, nine have lifts and are deployed when a passenger requests a wheelchair accessible vehicle, or WAV. Lift vehicles are dispatched for riders who use a wheelchair, scooter, walker or need assistance when boarding the vehicle.

Metro Link passengers who require a WAV have a doctor or caseworker complete a Certification for Reduced Fare application that documents their requirement for an accessible vehicle. This is entered into their record on the Metro Link app one time and a WAV vehicle will be automatically sent to pick them up when they schedule a ride. This application is also used to certify a passenger as a senior or individual with a disability and to travel with a personal care attendant if needed.

Lifts are deployed for any passenger that requests their use whether they use a mobility device or not and need assistance boarding the van. The lifts have a 1,000 pound capacity and can accommodate most types of mobility devices.

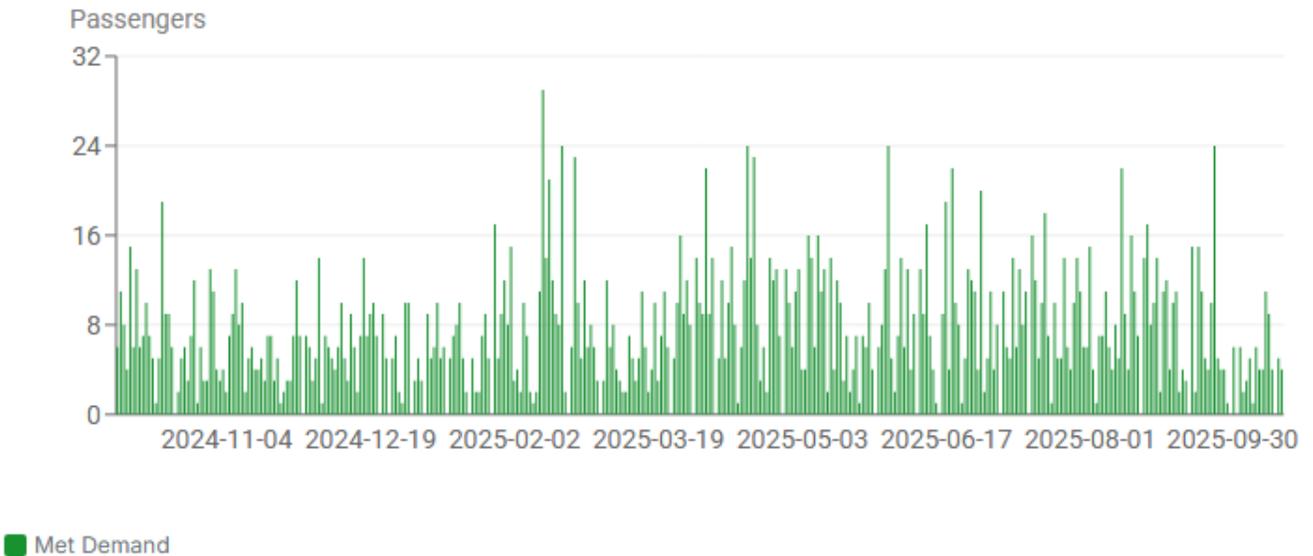
Metro Link provided 2,673 WAV trips in FY 2025. Additional statistics for WAV trips are:

- Monthly average: 223 trips
- Percentage of all trips: 4%
- Average wait time: 15.6 minutes
- Average trip distance: 2.6 miles
- Active riders: 67
- Utilization: 2.3

The overall average wait time for a van in the fiscal year was 13.6 minutes. The WAV wait time was 15.6 minutes, for an average of two minutes longer or 15% of the time to send a non-WAV. The graph below illustrates the met demand for wheelchair accessible vehicles in FY 2025:

Met Demand

Number of ride requests (passengers) met with a ride proposal.



Metro Link staff monitor the wait times for vehicle arrivals each month and will continue to monitor WAV trips closely so that they do not greatly exceed the wait time for other vehicles. It is the goal of Metro Link to have an all-accessible fleet in the future.

RECOMMENDATION

This item is for informational purposes only.



Agenda Item: # 11.d
Meeting Date: 03/09/26

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Kalamazoo County

TO: CCTA and KCTA Boards
FROM: Sean McBride, Executive Director
KCTA Board member Tim Sloan
Prepared by: Richard Congdon, On-Demand Services Manager
SUBJECT: On-Demand Services Ambassador Report
DATE: March 9, 2026

As On-Demand Services Ambassador, it is my responsibility to talk to drivers and passengers to find out ways to improve the On-Demand Service system. Each month I will bring you a brief takeaway from drivers and or passengers from either Metro Connect or Metro Link. These are my personal observations or highlights from my conversations as a passenger.

Metro Connect

There is no current report for Metro Connect.

Metro Link – Tim Sloan

I am still having problems with Metro Link and the GPS in the West Zone on the stretch of West Main between Drake Road and 131 sending drivers to the wrong address. Looking at the GPS on the app from my apartment, it directs anywhere from the pond to the complex behind me. When I have asked this, I get the same answer that VIA is working on it.

Problem two is knowing that 2:00 – 5:00 is the busiest time and VIA should have more drivers on the road as not to slow down pickup times, but unfortunately this is not the case. I myself have had to experience extremely long wait times up to an hour. Watching the GPS on the Metro Link app, the ride that is supposed to pick me up is either in another Zone or totally out of Zone when questioned. When I ask, I get answers that there are not enough vehicles for my walker or that the driver thinks I am at Maple Hill Mall instead of Maple Hill Drive.

Metro Link – Richard Congdon

I spoke with Mr. Sloan regarding his ride issues as outlined. To ensure that Mr. Sloan is picked up at The Therapy Place on Maple Hill Drive, a virtual stop was created specifically for that facility. There were two other virtual stops in the vicinity, including one across the street, that have been removed to eliminate any confusion as to where Mr. Sloan should be picked up. All Metro Link drivers have been informed of this change in stop location. Metro Link continually monitors virtual stops for placement, ease of pickup and safe location and concerns are addressed.

A search of Mr. Sloan’s Metro Link trips from the previous three months showed that his average wait time once his ride was scheduled was 20 minutes, with a longest wait time of 39 minutes. The average wait time for a Metro Link wheelchair accessible vehicle is 16 minutes. The West Main/Maple Hill Mall area is busy and additional passengers may be picked up, which takes longer. Metro Link will monitor Mr. Sloan’s rides to ensure that his wait times do not exceed averages.