

Fiscal Year 2017-2020
Transportation Improvement Program
For Niles-Buchanan-Cass
Area Transportation Study



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The Southwest Michigan Planning Commission (SWMPC) prepared this document in cooperation with the Michigan Department of Transportation, municipalities, transportation agencies, organizations, and departments throughout Berrien, Cass, and Van Buren Counties in Michigan. Document preparation was financed in part by the United States Department of Transportation, the Michigan Department of Transportation, the SWMPC and its members. The information, opinions, findings and conclusions in this publication are the SWMPC's and not necessarily those of the Federal Highway Administration, the Federal Transit Authority, or Michigan Department of Transportation. The Southwest Michigan Planning Commission reaffirms its nondiscrimination policy, its Title VI Civil Rights Plan and Limited English Proficiency Plan (LEP) that were updated and re-adopted in 2014. The SWMPC will not discriminate against any employee or applicant for employment, or firm or service provider because of race, color, national origin, religion, sex, gender, handicap or age, and will take affirmative action to ensure that applicants are evaluated without regard to their race, color, national origin, religion, sex, gender orientation, gender identity, handicap or age. This requirement shall apply to and not be limited to the following: employment, upgrade or demotion; recruitment; temporary and permanent layoff or termination; rates of pay or other forms of compensation; selection for any training or apprenticeship and participation in recreational and educational activities. The Southwest Michigan Planning Commission complies with all applicable statutes on equal employment opportunity and is governed by the provisions of such statutes including enforcement provisions. The Commission complies with the regulations pursuant to the provisions of Title VI of the Civil Rights Act of 1964. An employee or volunteer of the Southwest Michigan Planning Commission whose job or participation requires direct involvement in its projects must be willing to follow those operational procedures established as policy by the SWMPC and the directives of its administrators. Further, the Southwest Michigan Planning Commission shall provide as part of its formulation of housing policy plans and any other plans, that it will address the elimination of the effects of discrimination in housing and planning based on race, color, national origin, religion, sexual orientation, gender, disability, or age. The Southwest Michigan Planning Commission will address the real relationship between housing problems and the location of racial minorities. They shall also provide safeguards for the future pursuant to Title VIII of the Civil Rights Act of 1968. Further, it is the policy that the Southwest Michigan Planning Commission will not, on the basis of disability, directly or indirectly through contractual licensing or other arrangements: a) Deny a qualified disabled person the opportunity to participate or benefit from any aid, benefit, or service that is not equal to that afforded persons who are not disabled; b) Deny or limit a qualified disabled person the opportunity to participate in conferences or planning or in the enjoyment of any right, privilege, advantage, or opportunity enjoyed by others receiving an aid, benefit, or service; c) Does not require that disabled and non-disabled persons produce the identical result or level of achievement, but does afford equal opportunity to obtain the same result, benefit and/or level of achievement; d) Deny a qualified disabled person the opportunity to participate in programs that are not separate or different.

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LIST OF ACRONYMS USED IN THIS DOCUMENT

BR.....	Business Route
CO.....	Carbon Monoxide
FAE.....	Federal Aid Eligible
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
FY.....	Fiscal Year
GPA.....	General Programs Account
LRP.....	Long Range Plan
MAB.....	Metropolitan Area Boundary
MACOG.....	Michiana Area Council of Governments
MCD.....	Minor Civil Division
MDOT.....	Michigan Department of Transportation
MPO.....	Metropolitan Planning Organization
NAAQS.....	National Ambient Air Quality Standards
NATS.....	Niles-Buchanan-Cass Area Transportation Study
NB.....	North Bound
NO2.....	Nitrogen Dioxide
O3.....	Ozone
Pb.....	Lead
PM2.5.....	Breathable Particle Matter 2.5 Microns
PM10.....	Breathable Particle Matter 10 Microns
SB.....	South Bound
SIP.....	State Implementation Plan
SO2.....	Sulfur Dioxide
STIP.....	State Transportation Improvement Program
SWMPC.....	Southwest Michigan Planning Commission
TAC.....	Technical Advisory Committee
TIP.....	Transportation Improvement Program
USDOT.....	United States Department of Transportation
U.S. EPA.....	United States Environmental Protection Agency

INTRODUCTION

OVERVIEW OF NATS

The Niles-Buchanan-Cass Area Transportation Study (NATS) is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Michigan portion of the South Bend, Indiana, urbanized area as designated by the United States Census. The NATS area is defined by an area that includes communities in both Berrien and Cass Counties urbanized area. As an MPO, the NATS receives federal funds for projects to improve the road network and the public transit system. The MPO decision-making body is made up of officials from each of the 10 jurisdictions, as well as representatives from Berrien County, the Berrien County Road Commission, Cass County, and the Cass County Road Commission.

The metropolitan area boundary (MAB) for the urban transportation planning activities includes:

- Bertrand Township
- Buchanan Township
- Howard Township
- Mason Township
- Milton Township
- Niles Charter Township
- Ontwa Township
- City of Buchanan
- City of Niles
- Village of Edwardsburg

[illegible]

Base Layers & ACUR: Michigan Geographic Framework: Version 14a

The members of the NATS MPO decide how to spend the area's allocation of federal transportation funds. The MPO is charged with transportation planning within its boundaries. A federal requirement of the transportation planning process is the Transportation Improvement Program (TIP) which outlines the proposed projects for the upcoming fiscal years (CFR 450.324). A TIP must cover at least four years and be updated at least every four years. The last NATS TIP covered Fiscal years (FY) 2014-2017. This TIP will cover FY 2017-2020 which is from October 1, 2016 through September 30, 2020.

This TIP document includes:

- **The process** used in selecting projects and approving the TIP
- **A financial plan** which covers the funding sources and financial constraints
- **A listing of Projects**, including road, bridge, pedestrian, bicycle and public transit projects in the NATS planning area proposed for funding
- **The performance measures** used to evaluate the success of the transportation improvements
- **Air quality** impacts that the projects could potentially have on environmental quality and air quality conformity.
- **Environmental justice** impacts among particularly vulnerable populations
- **The public participation** measures taken to ensure this plan conforms with citizens' desires.

ROLE OF ORGANIZATIONS AND OTHER PLANNING DOCUMENTS

The Southwest Michigan Planning Commission (SWMPC) serves as the designated financial agent for the NATS MPO. SWMPC is the recipient of federal funds used for planning purposes for NATS. SWMPC uses these funds to provide staff services to the NATS MPO, including organizing monthly meetings, processing required MPO paperwork, providing education to committee members on transportation issues, and representing the MPO's needs with our partners from the Federal Highway Administration. The SWMPC's 42-member board approves the TIP and other planning documents

The NATS Technical Advisory Committee (TAC) advises the Policy committee on engineering, planning and other technical issues related to transportation. The NATS TAC Committee is made up of officials from the jurisdictions within the Niles-Buchanan-Cass Area Transportation Study.

The NATS Policy Committee has the ultimate authority on the use of funds allocated to the MPO, and on approving all NATS planning documents or new initiatives. The Policy Committee is made up of elected officials and municipal managers from each of the 10 jurisdictions within NATS, plus representatives from Berrien County, the Berrien County Road Commission, and the Michigan Department of Transportation.

The Long Range Transportation Plan (LRP) for NATS, updated every five years, outlines a broad vision for transportation in the area over a 20 to 30-year period. The current NATS Long Range Transportation Plan covers the time period 2013 to 2040, and NATS will next update the plan in 2018. The LRP identifies priority corridors for pavement, pedestrian, bike, transit, freight, air, and water transportation investment. Identification of specific projects in the long range plan is the first step towards a project

becoming a reality. The LRP should guide all actions and policy positions taken by NATS. The 2013-2040 Long Range Transportation Plan is available at: http://www.swmpc.org/nats_2040.asp

The Unified Planning Work Program (UWP) is a document that details the work SWMPC staff will undertake in a particular one-year period to produce, revise, and implement the LRP and TIP. This program is developed cooperatively between SWMPC staff, MPO members, Michigan Department of Transportation, and the Federal Highway Administration. Municipalities that are NATS members should look to the UWP to measure the return on investment that they are getting for the local match dollars they contribute towards NATS every year. The NATS UWP draft for FY 2017 was approved by the MPO on May 16th, 2016, and is currently awaiting approval by MDOT and the Federal Highway Administration. The Draft 2017 UWP is available at: http://www.swmpc.org/nats_uwp.asp

METROPOLITAN PLANNING ORGANIZATION (MPO) SELF CERTIFICATION

As the Metropolitan Planning Organization (MPO) for the Niles-Buchanan-Cass area, the SWMPC is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Southwest Michigan Planning Commission, in its capacity as the MPO for the Niles-Buchanan-Cass region, certifies via the resolution provided in **Appendix A** that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 134, 49 USC 5303, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act. The certification requirement directs members of the SWMPC to review the planning process that has been under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. The SWMPC's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: 1). the SWMPC has a continuing, cooperative and comprehensive (3-C) transportation planning process; 2). the SWMPC has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations; 3). the SWMPC adopted a financially constrained long-range transportation plan for the NATS planning area consistent with the metropolitan planning factors in Moving Ahead for Progress in the 21st Century (MAP-21) and reaffirmed in the FAST Act.

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

(for Nonattainment and Maintenance Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Niles-Buchanan-Cass Area Transportation Study (NATS), the Metropolitan Planning Organization for South Bend, IN - MI urbanized area, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VII. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



K. John Egelhaaf, Executive Director
Niles-Buchanan-Cass Area Transportation Study

David Wresinski, Director
Bureau of Transportation Planning

August 8, 2016

Date

Date

ISSUES CURRENTLY UNDER PARTICULAR CONSIDERATION AT NATS MPO

Below is a list of issues to which the NATS MPO is currently giving particular attention and that have significantly affected the development of the NATS 2017-2020 TIP.

1. **Safety for All Users of the Transportation System**

Many areas of the Niles-Buchanan-Cass Area lack adequate infrastructure for pedestrians and cyclists. A recent SWMPC survey of community members in the NATS area found overwhelming support and desire for better non-motorized infrastructure at several key locations in Berrien and Cass Counties. From both a safety and recreational standpoint, NATS has looked towards both off-road and on-road solutions to meet the needs of non-motorized users.

There are roadway segments in the Niles-Buchanan-Cass area that present particular hazards to motorists and freight haulers. NATS has been particularly attuned to the possibilities of access management and intersection improvements for better safety outcomes.

In addition, allowing people to access some of their destinations without an automobile could reduce harmful emissions and also promote healthier, active lifestyles. Therefore, NATS's effort to improve non-motorized infrastructure helps address issues to livability and climate change as well.

2. **Quality of Public Transit Service**

NATS committee members and members of the public have expressed a strong desire for a connected countywide transit system that will improve access to life sustaining destinations within and outside the counties. There are a number of significant public transit issues that exist:

- **Connectivity:** There is a need for seamless mobility and the need to connect with other modes of transportation and transit service outside the County to access vital life sustaining services.
- **Service Quality:** There is a need for performance measures and standards for assessing transit performance and level of service.
- **Service Design:** There is a need for an assessment of the type of transit services that would be in place in various areas of the Counties to ensure equitable, efficient and effective transit service utilizing one countywide transit system. Challenges include establishing the appropriate mix and amount of services to address the unmet needs of youth, seniors, low income households, people with disabilities, as well as choice riders.

- **Service Expansion:** There is a need to increase transit service throughout the Berrien county centered around the parameters of activity centers in urban and rural areas and within a portion of the Niles-Buchanan-Cass Area urbanized area.
- **Transit Investments:** There is also a need to develop policy framework and performance based methodology for prioritizing transit investment in the county so the countywide service planning effort will be part of an on-going cycle of continuous improvement.

3. Preserving the Existing Road Network

Despite increased federal and state funds coming due to legislation, the NATS committees are still concerned with how best to spend limited federal and state funds on improvements to the road network when so much of it has deteriorated already. As of 2015, 40.4 percent of the federal-aid roads in Berrien County and 74.6 percent in Cass County were in poor condition, meaning that significant expenditures are needed to improve the pavement condition. At the same time, many roads that are in fair condition now are in danger of deteriorating further without immediate preventative maintenance. It has therefore become especially important that NATS keep its members apprised of the pavement conditions, the latest techniques for managing pavement, and all funding sources that are available. Using this information, NATS will need to make wise decisions about where to spend the funds it is allocated for road projects.

PROCESS

This Transportation Improvement Program (TIP) provides a listing of the highway, public transit, bicycle, and pedestrian improvements as well as ridesharing programs, transportation emission reduction measures (CMAQ), and studies for which the obligation of funds has been programmed. It documents the cost, implementation phasing, sources and types of funds, and describes each project included in the program. The TIP serves several purposes: it is an expression of intent to implement specific projects during the four-year period of the plan; it provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the selected projects; It identifies a list of projects and project segments to be carried out with federal funding under the FAST Transportation Act; It programs the advancement of projects through the obligation of federal funds. Finally, the TIP establishes eligibility for federal funding for those projects selected for implementation. This TIP covers the four-year period of FY 2017 to 2020 which is October 1, 2016 through September 30, 2020. Once federal funds have been obligated for a project, it might not appear again in a subsequent TIP. A project can be programmed for several different years if the obligation of federal funds is sought for different implementation phases of the project during those years.

PROJECT DEVELOPMENT PROCESS

The federal metropolitan planning requirements exert a direct influence on the types of projects that are developed and submitted to the MPO for inclusion in the TIP. However, project development typically occurs at the state and local levels and may be pursued for a variety of reasons and may have multiple sponsors.

Identifying Needs

Projects can originate from a variety of sources. Most originate through the following agencies: local governments, the state government, the MPO region, and public transit providers; each of which are listed below.

Local Government Plans

Transportation projects are often first identified through local planning, which is performed by the Berrien County Road Commission and Cass County Road commission for townships or by municipal governments in cities and villages. The Berrien County Road Commission has five-year plans for each of the townships they serve. Local comprehensive plans usually include a transportation element identifying specific issues and projects that could address the issues.

Project Identification at the State Level

The Michigan Department of Transportation has their own methods for identifying projects needed to maintain the integrity of the transportation system, enhance safety, and improve mobility. Priority is usually given to maintenance needs or structural deficiencies. Project recommendations are often based

upon the state's regular analysis of pavements, bridges, congestion levels and safety issues. In some cases, MDOT may recommend new capacity- new or widened roads, or expanded transit service- however, new projects have become less frequent as the transportation system matures and funding tightens.

Project Identification at the Transit Level

The projects programmed in the 2017-2020 TIP for Niles Dial a Ride, use funding from the Federal Transit Administration, MDOT, and the City of Niles. Niles Dial a Ride utilizes this funding for the following activities: operations, replacement buses, preventative maintenance, communications and computer hardware, and facility maintenance. Currently there is no long range capital needs plan in place for Niles Dial a Ride, however there is a countywide transit service plan being developed in 2017 that will include a detailed capital needs plan which will serve as the foundation for future capital programs and support the development of a countywide funding strategy. The strategy will include: 1) Performance needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver at least the same level of service 2) Customer/Demand needs, which include projects that help meet increased needs in service demand.

PROJECT SELECTION PROCESS

NATS 2017-2020 allocation of Federal Small Urban Surface Transportation Block Grant (STBG) funding is \$2,074,432 or \$518,608 annually. In the 2017-2020 call for projects there were 25 local road projects submitted for consideration in the following jurisdictions:

- City of Buchanan (2)
- City of Niles (4)
- Buchanan Twp. (2)
- Bertrand/Niles Twp. (2)
- Bertrand Twp. (3)
- Howard Twp. (1)
- Mason Twp. (2)
- Niles Twp. (6)
- Ontwa Twp. (2)

The 25 projects that were submitted totaled approximately 4.3 million dollars, well over the four year federal STBG allocation amount of \$2,074,432. To assure that the 2017-2020 NATS TIP was in fiscal constraint and that the most appropriate projects were selected, the NATS Project Selection Subcommittee used the approved 2017-2020 Policy Selection Process that was approved January 26, 2016 **see Appendix B**. The document was created to serve as guidance in the project selection process. It

incorporates a project scoring system and other unique project factors could make a project a priority outside of the scoring system.

This project prioritization methodology emphasizes factors used in other transportation project selection procedures with which our committee members have experience. These factors are:

- **Connectivity** (Does this project connect important areas of the region? Does it allow for connection between modes of travel? Is this project being coordinated between jurisdictions?)
- **Continuity** (Is this project continuing resurfacing, reconstruction, or maintenance work adjacent to a segment where work has already been done in the past?)
- **Traffic Count** (How important is this roadway based on the amount of traffic it moves?)
- **Road condition** (What is the PASER rating of the roadway? How much will the proposed project extend the useful life of the road?)
- **Safety** (How will this project improve safety?)
- **Local Priority** (Is this project part of a capital improvement plan or identified in another planning document? Is your agency willing to provide additional local match to help NATS member agencies use their dollars more effectively?)
- **Readiness of the Project** (Has your agency considered possible issues and contingencies surrounding the project and its timeline for completion?)

The project selection process is conducted through an open, public process in which all interested individuals and parties have an opportunity to voice their opinions and concerns on projects under consideration **see Appendix G**. The NATS Policy Committee has the ultimate authority to select projects. The project selection committee recommended projects to the Technical Advisory Committee who then recommend projects to the NATS Policy Committee.

APPROVAL OF PROJECTS AND TIP DOCUMENT

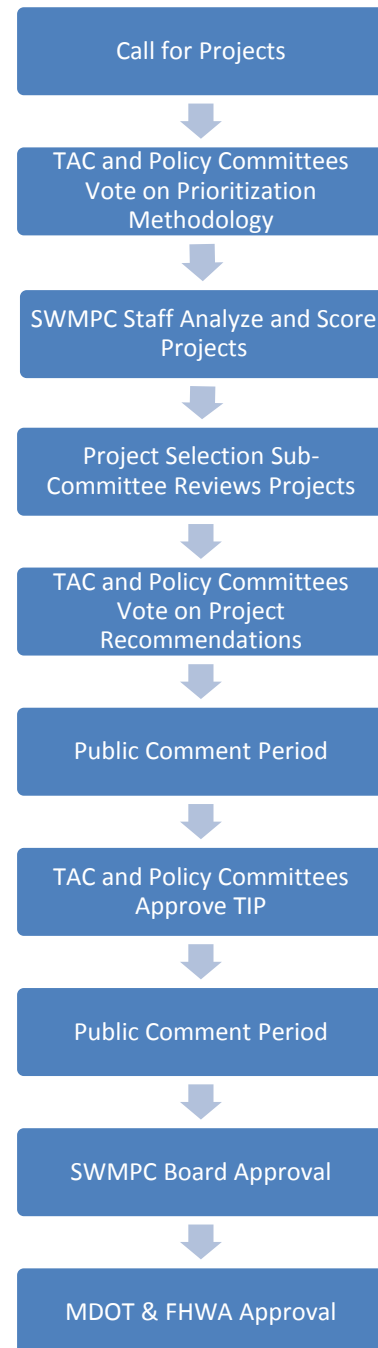
Once project applications are submitted by the above agencies, SWMPC staff ranks them according to the rating system approved by the NATS Policy Committee **see Appendix B**. After this, the Project Selection Subcommittee recommends a list of projects and opens a public comment period. The proposed projects which are now included in the TIP document then go before the Policy Committee for approval. After another public comment period, the TIP is submitted to the SWMPC Board for approval. Upon approval, the TIP is then submitted to MDOT and FHWA for final approval.

The FHWA and FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the state, MPO, and transit operator in accordance with the provisions of 23 U.S.C. 134 and Section 8 of the Federal Transit Act (49 U.S.C. app. 1607). This finding shall be based on the self-certification statement submitted by the State and MPO under Section 450.334 and upon other reviews as deemed necessary by the FHWA and FTA.

If the TIP is found to conform to the STIP, the Governor/MPO shall be notified of the joint finding. After the FHWA and the FTA find the TIP to be in conformance, the TIP shall be incorporated without modification, into the STIP directly or by reference.

RELATIONSHIP TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

After approval by the MPO and the Governor, the TIP shall be included without modification, directly or by reference, in the STIP program. The exception to that rule is in non-attainment and maintenance areas, where a conformity finding by the FHWA and the FTA must be made before it is included in the STIP. After approval by the MPO and the Governor, a



copy shall be provided to the FHWA and the FTA. The state shall notify the MPO when a TIP including projects under the jurisdiction of these agencies, has been included in the STIP.

AMENDMENTS TO THE TIP

The TIP may be amended at any time consistent with the procedures established in federal legislation. To do so, the agency responsible for the project to be amended or added to the TIP should contact SWMPC Staff in writing. Public involvement procedures outlined in the Participation Plan (found online at <http://www.swmpc.org/participation.asp> or available by contacting the SWMPC) shall be utilized. In some cases, the TIP may be amended administratively, as described the NATS amendment policy is included in **Appendix D**.

MPO TIP FINANCIAL PLAN

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state, and local);
2. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available);
3. Expected rate of change in available funding (unrelated to inflation);
4. Year of Expenditure (YOE) factor to adjust for predicted inflation;
5. Estimate of Operations and Maintenance (O and M) costs for the federal-aid highway system (FAHS).

AVAILABLE HIGHWAY AND TRANSIT FUNDING (FEDERAL)

Federal Highway Funding Programs

The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is due to increased fuel efficiency in conventionally-powered vehicles, as well as a growing number of hybrid and fully-electric vehicles that require little to no motor fuel. Another factor contributing to the decline in motor fuel tax revenues is that for the first time in American history, vehicle miles traveled (VMT) went down as people drove less. As of the writing of this Transportation Improvement Program, low gasoline prices and a recovering economy have led to increases in VMT. Finally, the gas tax has remained at its current level for over 20 years without any adjustment for inflation.

Within the NATS MPO there are two Federal funding categories that fund projects listed in the 2017-2020 TIP.

Table 1 contains a list of federal-aid highway programs and their descriptions.

Table 1. Federal Highway Funding Categories Utilized in 2017-2020 Projects

Source	Distribution	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program - Urban (STBG)	Each State's STBG funding is apportioned as a lump sum for each State and then divided among apportioned programs. Each State's STBG apportionment is calculated based on a percentage specified in law.	Maintain and improve the federal-aid highway system.	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; non-motorized projects (including projects eligible under the former Transportation Alternatives Program; and bridge scour countermeasures.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Once each State's combined total apportionment is calculated, funding is set-aside for the State's CMAQ Program	Reduce emissions from transportation sources	Transit vehicle acquisitions, construction of new facilities, or improvements to facilities that increase transit capacity.

Federal highway funds are apportioned to the states (*apportionment* means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Based on the population size of the urbanized area, agencies within the Niles-Buchanan-Cass area receive approximately \$518,608 in federal-aid highway funding each year that is allocated directly to the MPO. Decisions on expenditures of these funds are made through a cooperative process at the MPO level. In addition, The Michigan Department of Transportation (MDOT) spends an average of \$14.0 million annually in federal funds for capital needs on state-owned highway in the region (I-, US-, and M- roads), although this amount varies quite substantially from one year to the next. It should be noted that these funds go towards capital improvements on bridges on I-, US-, and M- routes, not just pavement repairs.

Congestion Mitigation and Air Quality Funding

Federal Congestion Mitigation and Air Quality (CMAQ) funds are programmed at a countywide level by the state of Michigan. Berrien County receives approximately \$598,254 in CMAQ funding each year, and Cass receives approximately \$200,260. **Table 6** shows total countywide allocation. To see a breakdown of funding between projects within NATS and those outside of the MPO boundaries for the Berrien County allocation of CMAQ funding see **table 15**, **table 16**, **table 17**, and **table 18**. To see the breakdown for Cass County's CMAQ funding see **table 19**, **table 20**, **table 21**, and **table 22**.

Federal Transit Funding Programs

Like the highway programs, there are a number of federal transit programs that provide a portion of the funding for projects listed in the NATS 2017-2020 TIP. Unlike the highway funds, the transit funding is not directly given to NATS but is shared through the entire South Bend, IN urbanized area. Niles Dial a Ride is the only transit agency within NATS, that uses FTA's funding allotment for the urbanized area. They receive their federal funding through an agreement between NATS, MACOG and the other transportation providers in South Bend Urbanized Area.

The remaining portion of the funding needed for projects is derived from state or local sources. The list of FTA funding programs utilized in the 2017-2020 projects is below.

Table 2. Federal Transit Program Funding Categories Utilized in 2017-2020 Projects

Source	Distribution	Purpose	Examples of Eligible Activities
FTA 5307 Urbanized Area Formula Grants	By formula to transit operators in census defined urbanized areas based on population and transit service characteristics.	Funding for basic transit capital needs of transit agencies in urbanized areas.	Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities.
Section 5339, Bus and Bus Facilities	Formula based on population and service characteristics.	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Once each State's combined total apportionment is calculated, funding is set-aside for the State's CMAQ Program	Reduce emissions from transportation sources	Transit vehicle acquisitions, construction of new facilities, or improvements to facilities that increase transit capacity.

Buchanan Dial a Ride also operates within the NATS MPO boundaries, however they do not request an apportionment of the 5307 funding from the South Bend TMA.

AVAILABLE HIGHWAY AND TRANSIT FUNDING (STATE)

State funding for transportation comes from the state motor fuel tax and vehicle registration fees. Currently, state motor fuel taxes are set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The current gross receipts to the MTF are approximately \$1.95 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$167 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I-, US-, and M-designated roads) and to counties, cities, and villages throughout the state.

A series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until FY 2020, when it's expected that the increase will stabilize at an additional \$1.2 billion per year.¹

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for state MTF and CTF.

FISCAL CONSTRAINT AND PROJECT SELECTION

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

¹ Hamilton, William E., Jim Stansell, and Kyle I. Jen. "Road Funding Package—Enacted Analysis." Lansing, MI, House Fiscal Agency, November 2015.

prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2017-FY 2020 TIP.

In the NATS area, the MPO committee is provided with funding targets for any sources over which it has discretion. This controls the amount of federal-aid highway funding programmed. Similarly, public transit agencies are issued their targets by the state, and SWMPC relies on the Niles Dial a Ride to report its target. The NATS MPO has adopted a project prioritization procedure for highway projects that balances considerations of road condition, local prioritization in planning documents, coordination with other investments, whether projects enhance multiple modes, and the importance of the roadway economically to the area. More details on this procedure are provided in the Project Prioritization Procedure portion of the document.

YEAR OF EXPENDITURE (YOE)

When MDOT, FACs, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each FAC and agency has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2017-FY 2020 TIP cycle, they are five percent for FY 2017 and FY 2018, 4.5 percent for FY 2019, and four percent for FY 2020. SWMPC staff has long encouraged our agencies to take into account inflationary factors when estimating project costs, and this has been standard practice amongst agencies submitting projects. **See Appendix I** for more details on general inflationary factor guidance.

Summary: Resources available for capital needs on the federal-aid highway system

Table 3 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the Niles-Buchanan-Cass Area over fiscal years 2017 through 2020. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually 18.15% of the cost of the project if it is within the urbanized boundary, and 20% if it is outside the urbanized boundary but within the MPO planning boundary.

Table 3. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in NATS (thousands of dollars).

2017	2018	2019	2020
\$878	\$3,074	\$680	\$3,947

ESTIMATE OF OPERATIONS AND MAINTENANCE COSTS FOR THE FEDERAL-AID HIGHWAY SYSTEM

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP.

MDOT estimates its total costs spent in the area by first calculating the cost per lane mile and then applying it to the number of lane miles in the area. Based on MDOT’s guidance, this document uses an assumption that the O and M cost per lane mile is approximately \$17,500. Given that there are approximately 501 lane miles of federal-aid eligible lane miles in the NATS area (Trunkline and Locally controlled) as of the writing of this TIP, this means that in 2017, the total cost for all involved agencies to operate and maintain these roads is approximately 8.8 million. Then, inflationary factors were applied.

Table 4 contains a summary O and M cost estimate for roads on the federal-aid highway system in the NATS area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors (see **Appendix I** for a discussion of YOE adjustments).

Table 4. Forecast of Operations and Maintenance Costs on the Federal-Aid System in the NATS area (millions of dollars).

2017	2018	2019	2020
\$8.8	\$9.2	\$9.6	\$10.0

SUMMARY: RESOURCES AVAILABLE FOR CAPITAL NEEDS OF PUBLIC TRANSIT AGENCIES

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within the Ann Arbor, Detroit, and Toledo Transportation Management Areas (TMAs; urbanized areas with more than 200,000 residents). Section 5307 funds are distributed to federally-specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas under 100,000 population, the state can generally award funding at its discretion.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). **See Table 2** for more information on federal transit resources. The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal-aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

Local funding can come from farebox revenues, a community's general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 5 contains a summary of the predicted resources that will be available for capital needs (and some operation needs, depending on the program) for Niles Dial a Ride during fiscal years 2017 through 2020. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies in Southwest Michigan is also included.

Table 5. Forecast of Resources Available for Public Transit Capital and Operating Needs in the NATS Area (thousands of dollars).

2017	2018	2019	2020
\$626	\$635	\$556	\$608

Demonstration of Financial Constraint, FY 2017 through FY 2020

After determination of resources available for federal-aid highway and transit capital needs in the NATS area from FY 2017 through FY 2020, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2040 Regional Transportation Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues **see Appendix I**.

Table 6 contains the amount of funding for STBG urban and CMAQ that we reasonably expect to receive over the four-year period of this TIP. The estimate in Appendix I is that funding for NATS STBG urban will grow at 2% per year, while the real value of funding will shrink due to inflation (YOE factor). NATS decided to program funding conservatively based on a scenario where the amount of STBG urban funding remains constant for the four-year period of the TIP.

Table 6. Demonstration of Fiscal Constraint for Funding Sources with Local Allocation

	STBG Urban		CMAQ Berrien County*		CMAQ Cass County*	
FY	Available	Programed	Available	Programed	Available	Programed
2017	\$518,608	\$514,820	\$598,254	\$598,254	\$200,260	\$200,260
2018	\$518,608	\$518,608	\$598,254	\$598,254	\$200,260	\$200,260
2019	\$518,608	\$518,608	\$598,254	\$598,254	\$200,260	\$200,260
2020	\$518,608	\$518,608	\$598,254	\$512,000	\$200,260	\$200,260

* Note: These funds are programmed on a countywide basis. NATS does not have the sole discretion over these funds. The TwinCATS MPO, Small Urban, and rural areas can use them as well.

Table 7 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2017 through FY 2020 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

Table 7. Demonstration of fiscal constraint, FY 2017 through FY 2020 TIP (Dollars)

	2017	2018	2019	2020
Highway Funding	877,950	3,074,281	680,000	3,947,014
Highway Programmed	874,162	3,074,281	680,000	3,947,014
Transit Funding	626,000	635,000	556,000	608,000
Transit Programmed	626,000	635,000	556,000	608,000
Total Funding	1,503,950	3,709,281	1,236,000	4,555,014
Total Programmed	1,500,162	3,709,281	1,236,000	4,555,014
Difference	3,788	0	0	0

While the previous tables have shown fiscal constraint; i.e., that programmed funds do not exceed available revenues, the fact remains that the needs of the transportation system substantially outweigh the funding available to address them. A brief discussion of highway funding illustrates the problem.

On a statewide basis, a study headed by Michigan Rep. Rick Olson found that approximately \$1.4 billion was needed annually through 2015 just to maintain the existing highway system. This could be expected to increase in future years to approximately \$2.6 billion annually by 2023.ⁱ Michigan currently receives about \$1 billion from the federal government for transportation and raises an additional \$2 billion through the MTF. After MTF deductions for administrative services and the Comprehensive Transportation Fund (transit), the state is left with approximately \$1.8 billion in state funds, so there is a total of \$2.8 billion for highways and bridges. If an additional \$1.4 billion is required to keep the system at a minimally acceptable level of service, this indicates that the state only has about two-thirds of the funding necessary *just to maintain the existing infrastructure*. Any new facilities would, of course, increase the costs of the system to higher levels.

PROJECT TABLES

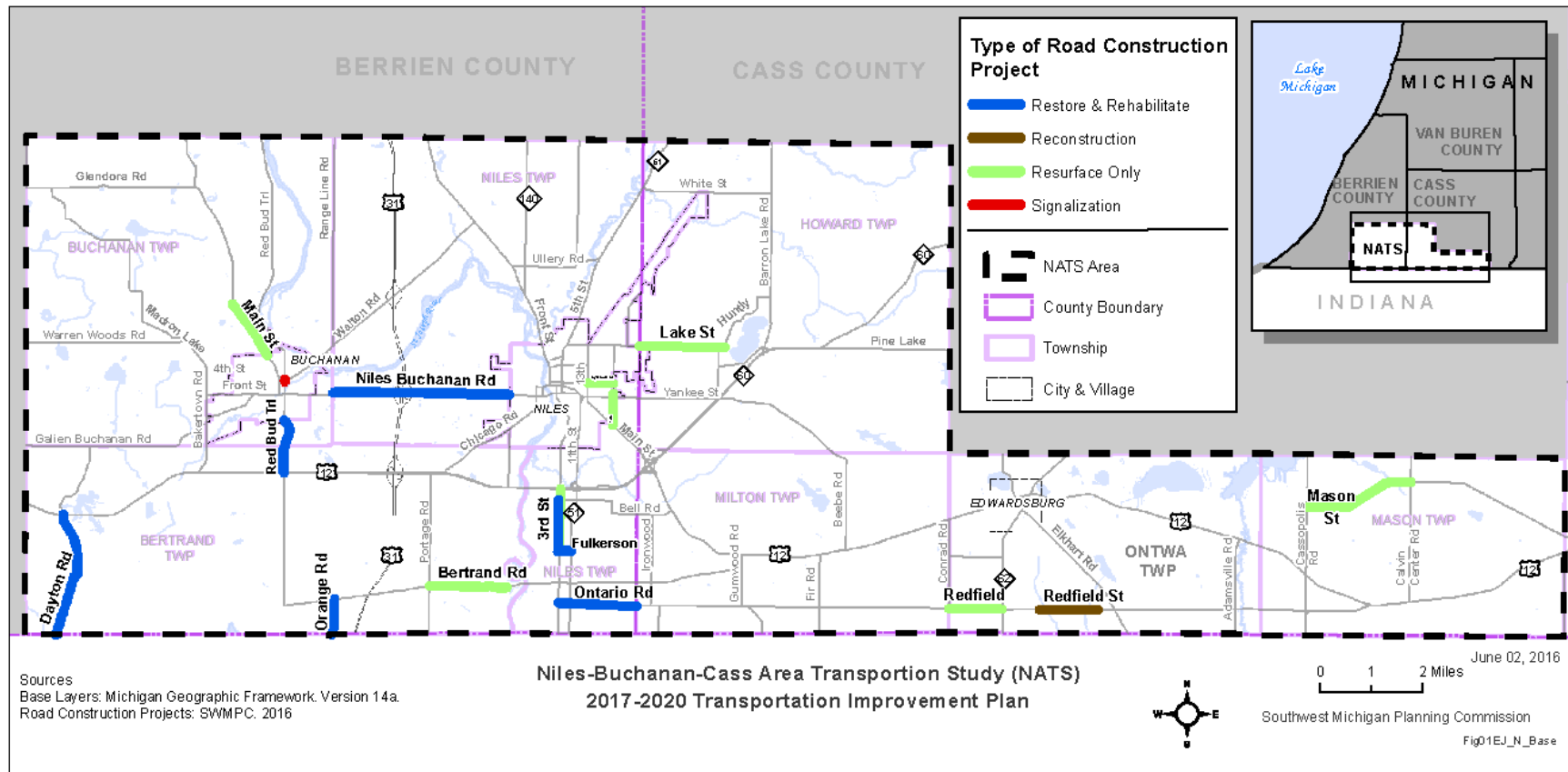
Projects included in the FY 2017-2020 TIP are shown in the following tables. Tables are broken down by funding source and subsequently by year and include key information regarding the projects including: the responsible agency, project name, location and limits, as well as the funding amounts and the local funding source. The following project tables are included:

- STBG Urban
- STBG Urban Illustrative
- 5339 - Bus and Bus Facilities
- 5307 - FTA Urbanized Area Formula
- Congestion Mitigation & Air Quality (CMAQ)
- MDOT

For further information regarding STBG Urban and CMAQ projects, such as project description, **see Appendix C.**

A complete project table updated with all subsequent amendments is maintained on SWMPC's website: <http://www.swmpc.org/nats.asp>

Map 2. STBG Urban Road Construction Projects



Map 2 shows the location and construction type of each STBG Urban funded project for the NATS area.

Table 8. FY 2017 STBG Urban

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
City of Niles	City of Niles	Sycamore Street	13th to 17th	0.83	Resurface	100	36	136	CITY
Berrien County Road Commission	Bertrand Township	Dayton, Orange, Third, Fulkerson, and Ontario	Dayton from US 12 to State Line; Orange from Bertrand to State Line; 3rd from Bell to Fulkerson; Fulkerson from 3rd to S 11th. Ontario: Third to Cass County	5.5	Restore & rehabilitate	69	25	94	CNTY
Berrien County Road Commission	Buchanan Township	Red Bud Trail & Niles Buchanan Road	Red Bud Trail: City of Buchanan to US 12 AND Niles Buchanan Road Niles to Buchanan	4	Resurface	69	25	94	CNTY
Cass County Road Commission	Ontwa Township	Redfield Street	Brande Creek to Oak	1.13	Reconstruct	276	99	375	CNTY
FY 2017 Projects Total (\$1000s)						515	184	699	

FY 2017 Target (\$1000s) 519

FY 2017 Balance 4

Table 9. FY 2018 STBG Urban

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
Cass County Road Commission	Mason Township	Mason Street (Advance Construct)	Cassopolis Road to Calvin Center Road	2.15	Resurface	156	69	225	CNTY
City of Niles	City of Niles	17th St	Broadway to Main	0.57	Resurface	159	35	195	CITY
City of Buchanan	City of Buchanan	River Road Signal Project	at Red Bud Trail	-	Traffic ops/safety	203	51	254	CITY
FY 2018 Project Total (\$1000s)						519	86*	605	

FY 2018 Target (\$1000s) 519

FY 2018 Balance 0

*Advance Construct local cost is not factored into total local cost.

Table 10. FY 2019 STBG Urban

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
Berrien County	Bertrand Township	Bertrand Rd	Portage to Copp	1.15	Resurface	191	43	234	CNTY
Cass County	Ontwa Township	Redfield St	Conrad Road to M-62	1.04	Resurface	174	39	213	CNTY
Berrien County	Buchanan Township	N Main St (Advance Construct)	City limits to 400 feet South of Reed	1.11	Resurface	153	80	233	CNTY

FY 2019 Project Total (\$1000s)	519	82*	600
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FY 2019 Target (\$1000s)	519
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FY 2019 Balance	0
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*Advance Construct local cost is not factored into total local cost.

Table 11. FY 2020 STBG Urban

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
Cass County Road Commission	Mason Township	Mason St (Advance Construct Conversion from 2018)	Cassopolis Road to Calvin Center Road	2.15	Resurface	28	0	28	CNTY
Berrien County Road Commission	Niles Township	3rd St	US-12 to Fulkerson Road	1.229	Resurface	232	51	283	CNTY
Berrien County Road Commission	Buchanan Township	N Main St (Advance Construct Conversion from 2019)	City limits to 400 feet South of Reed	1.11	Resurface	38	0	38	CNTY
Cass County Road Commission	Howard Township	Lake St	Airport Road to Huntly	1.514	Resurface	221	49	270	CNTY
FY 2020 Project Total (\$1000s)						519	100	619	
FY 2020 Target (\$1000s)						519			
FY 2020 Balance						0			

FY 2017-2020 STBG Urban Fiscal Constraint	FY 2017-2020 STBG Urban Programmed (\$1000s)	2,072
	FY 2017-2020 STBG Urban Available (\$1000s)	2,076
	Constrained Balance	4
<i>Fiscal constraint has been met if revenues (existing, committed, or reasonably expected to be available) cover costs of projects plus operations and maintenance of existing system.</i>		

Table 12. FY 2017-2020 STBG Urban Local Illustrative Projects

Agency Name	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
City of Niles	City of Niles	Sycamore St.	5th to 9th	0.25	Resurface	103	23	126	CITY
Berrien County Road Commission	Bertrand Township	Orange Road	Bertrand Road to the Indiana State Line	0.69	Resurface	76	18	94	CNTY
Cass County Road Commission	Mason Township	Mason St	Calvin Center to Tharp Lake	0.99	Resurface	115	24	139	CNTY
Berrien County Road Commission	Bertrand Township	Bertrand Road	US-31 to Portage Road	1.16	Resurface	145	33	178	CNTY
Berrien County Road Commission	Niles Township	Third St	US-12 to Fort St	0.78	Resurface	135	30	165	CNTY
Berrien County Road Commission	Bertrand Township	Bertrand Road	Copp to Third St	1.02	Resurface	166	37	203	CNTY

Table 12. FY 2017-2020 STBG Urban Local Illustrative Projects

Agency Name	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
City of Buchanan	City of Buchanan	River St	Enterprise Drive to Bridge over SJ River	0.2	Resurface	122	31	153	CITY
Berrien County Road Commission	Niles Township	Bertrand Road	Third St to Cass County Line	1.52	Resurface	248	55	303	CNTY
Berrien County Road Commission	Niles Township	Niles Buchanan Road	US-31 to the City of Niles	2.05	Resurface	396	88	484	CNTY
Berrien County Road Commission	Niles Township	Niles Buchanan Road	City of Buchanan to US-12	1.65	Resurface	251	56	307	CNTY
Berrien County Road Commission	Niles Township	Third St and State Line Road	Third St: Fulkerson to State Line Rd. State Line Rd: Third to M51	1.82	Resurface	266	59	325	CNTY
Cass County Road Commission	Mason Township	Cassopolis Road	US-12 to Mason St	1.3	Resurface	112	25	137	CNTY
City of Niles	City of Niles	Sycamore St.	9th to 13th St	0.25	Resurface	91	20	111	CITY
Total Unmet Need (\$1000s)						2,226	498	2,724	

Table 13. FY 2017-2020 5339 - Bus and Bus Facilities

Responsible Agency	Project Name	Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000s)	
FY 2017 Projects							
Niles Dial-A-Ride	Replace One Bus	Capital	56	14	0	70	Total Federal Cost (\$1000s): 56 Target (\$1000s): 56 Balance: 0
FY 2018 Projects							
City of Buchanan Dial-A-Ride	Bus Cameras	Capital	7	2	0	9	Total Federal Cost (\$1000s): 63 Target (\$1000s): 63 Balance: 0
Niles Dial-A-Ride	Replace One Bus	Capital	56	14	0	70	
FY 2019 Projects							
-	-	-	-	-	-	-	Total Federal Cost (\$1000s): - Target (\$1000s): - Balance: -
FY2020 Projects							
Niles Dial-A-Ride	Replace One Bus	Capital	56	14	0	70	Total Federal Cost (\$1000s): 56 Target (\$1000s): 56 Balance: 0
FY 2017-2020 5339 Fiscal Constraint							
							FY 2017-2020 5339 Programmed (\$1000s)
							175
							FY 2017-2020 5339 Available (\$1000s)
							175
							Constrained Balance
							0
<i>Fiscal constraint has been met if revenues (existing, committed, or reasonably expected to be available) cover costs of projects plus operations and maintenance of existing system.</i>							

Table 14. FY 2017-2020 5307 - FTA Urbanized Area Formula

Responsible Agency	Project Name	Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000s)	
FY 2017 Projects							
Niles Dial-A-Ride	Operations	Operations	159	139	93	391	Total Federal Cost (\$1000s): 291 Target (\$1000s): 291 Balance: 0
Niles Dial-A-Ride	Maintenance	Maintenance	132	33	0	165	
FY 2018 Projects							
Niles Dial-A-Ride	Operations	Operations	159	139	93	391	Total Federal Cost (\$1000s): 291 Target (\$1000s): 291 Balance: 0
Niles Dial-A-Ride	Maintenance	Maintenance	132	33	0	165	
FY 2019 Projects							
Niles Dial-A-Ride	Operations	Operations	159	139	93	391	Total Federal Cost (\$1000s): 291 Target (\$1000s): 291 Balance: 0
Niles Dial-A-Ride	Maintenance	Maintenance	132	33	0	165	
FY2020 Projects							
Niles Dial-A-Ride	Operations	Operations	159	139	93	391	Total Federal Cost (\$1000s): 276 Target (\$1000s): 276 Balance: 0
Niles Dial-A-Ride	Maintenance	Maintenance	111	28	0	139	
Niles Dial-A-Ride	Computers	Operations	6	2	0	8	

Table 14. FY 2017-2020 5307 - FTA Urbanized Area Formula cont.

FY 2017-2020 5307 Fiscal Constraint	FY 2017-2020 5307 Programmed (\$1000s)	1,149
	FY 2017-2020 5307 Available (\$1000s)	1,149
	Constrained Balance	0
<i>Fiscal constraint has been met if revenues (existing, committed, or reasonably expected to be available) cover costs of projects plus operations and maintenance of existing system.</i>		

Table 15. FY 2017 Congestion Mitigation & Air Quality (Berrien County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
TCATA	-	Four New Buses	-	-	Capital	230	58	288	-
Berrien Bus	-	Five New Buses	-	-	Capital	356	0	356	-
SWMPC	-	Rideshare	County Wide	-	Rideshare	12	0	12	124467
FY 2017 Projects Total (\$1000s)						598	58	656	
FY 2017 Target (\$1000s)						598			
FY 2017 Balance						0			

Note: There are no 2017 Berrien County CMAQ funds programed within the NATS MPO boundaries

Table 16. FY 2018 Congestion Mitigation & Air Quality (Berrien County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
SWMPC	-	Rideshare	County Wide	-	Rideshare	12	0	12	-
Berrien County Road Commission	Baroda Township	Lemon Creek Road Non-Motorized	1st Street to Ruggles Road	0.89	Construction	242	54	296	-
Berrien Bus	-	One New Van	-	-	Capital	42	11	53	-
Berrien Bus	-	Five New Vans	-	-	Capital	280	70	350	-
City of Niles*	-	Bikeshare	-	-	Bikeshare	22	5	27	-
FY 2018 Projects Total (\$1000s)						598	140	738	
FY 2018 Target (\$1000s)						598			
FY 2018 Balance						0			

*Project Located within NATS MPO Boundaries

Table 17. FY 2019 Congestion Mitigation & Air Quality (Berrien County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
Berrien County Road Commission	Lincoln Township	S Roosevelt Road over Hickory Creek Non-Motorized Path	Hidden Pines to Marquette Woods Road	0.31	Construction	398	137	535	-
Berrien Bus	-	Three New Buses	-	-	Capital	200	0	200	-
FY 2018 Projects Total (\$1000s)						598	137	747	

FY 2018 Target (\$1000s) 598

FY 2018 Balance (\$1000s) 0

Note: There are no 2017 Berrien County CMAQ funds programed within the NATS MPO boundaries

Table 18. FY 2020 Congestion Mitigation & Air Quality (Berrien County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
SWMPC	-	Rideshare	County Wide	-	Rideshare	12	0	12	-
Berrien County Road Commission	-	Traffic Signal Replacement on Napier Avenue at Leeds Avenue	-	-	Traffic ops/safety	240	0	240	-
Berrien Bus	-	Two New Buses	-	-	Capital	120	30	150	-
Berrien Bus	-	Five New Buses	-	-	Capital	140	35	175	-
FY 2018 Projects Total (\$1000s)						512	65	577	
FY 2018 Target (\$1000s)						598			
FY 2018 Balance (\$1000s)						86			

Note: There are no 2017 Berrien County CMAQ funds programed within the NATS MPO boundaries

FY 2017-2020 CMAQ Constraint	FY 2017-2020 CMAQ Programmed (\$1000s)	2,306
	FY 2017-2020 CMAQ Available (\$1000s)	2,392
	Constrained Balance	86
<i>Fiscal constraint has been met if revenues (existing, committed, or reasonably expected to be available) cover costs of projects plus operations and maintenance of existing system.</i>		

Table 19. FY 2017 Congestion Mitigation & Air Quality (Cass County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
SWMPC*	-	Rideshare	County Wide	-	Rideshare	12	0	12	124478
Cass County Public Transit	-	Three New Buses	-	-	Capital	188	47	235	121143/121144
FY 2017 Projects Total (\$1000s)						200	47	247	
FY 2017 Target (\$1000s)						200			
FY 2017 Balance						0			

*Project Located within NATS MPO Boundaries

Table 20. FY 2018 Congestion Mitigation & Air Quality (Cass County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
SWMPC*	-	Rideshare	County Wide	-	Rideshare	12	0	12	-
Village of Edwardsburg/Cass County Road Commission*	Village of Edwardsburg/Ontwa Township	Sports Complex Multi-Use Path (A-Phase)	Sports Complex to downtown		Roadside Facility	148	37	185	127757
Cass County Public Transit	-	One Replacement Van	-	-	Capital	40	10	50	-
FY 2018 Projects Total (\$1000s)						200	47	247	
FY 2018 Target (\$1000s)						200			
FY 2018 Balance						0			

*Project Located within NATS MPO Boundaries

Table 21. FY 2019 Congestion Mitigation & Air Quality (Cass County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
SWMPC*	-	Rideshare	County Wide	-	Rideshare	12	0	12	-
Village of Marcellus	Village of Marcellus	Replacement of a Plow Truck Cab and Chassis	-	-	Capital	80	18	98	-
Cass County Public Transit	-	One Replacement Bus	-	-	Capital	56	14	70	-
FY 2018 Projects Total (\$1000s)						148	32	180	
FY 2018 Target (\$1000s)						200			
FY 2018 Balance (\$1000s)						52			

*Project Located within NATS MPO Boundaries

Table 22. FY 2020 Congestion Mitigation & Air Quality (Cass County)

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)	MDOT Job Number
SWMPC*	-	Rideshare	County Wide	-	Rideshare	12	0	12	-
Cass County Road Commission	-	Replacement of a Plow Truck Cab and Chassis	-	-	Capital	92	20	113	-
Cass County Public Transit	-	One Replacement Bus	-	-	Capital	56	14	70	-
Cass County Public Transit	-	One Replacement Van	-	-	Capital	40	10	50	-
FY 2018 Projects Total (\$1000s)						200	44	245	

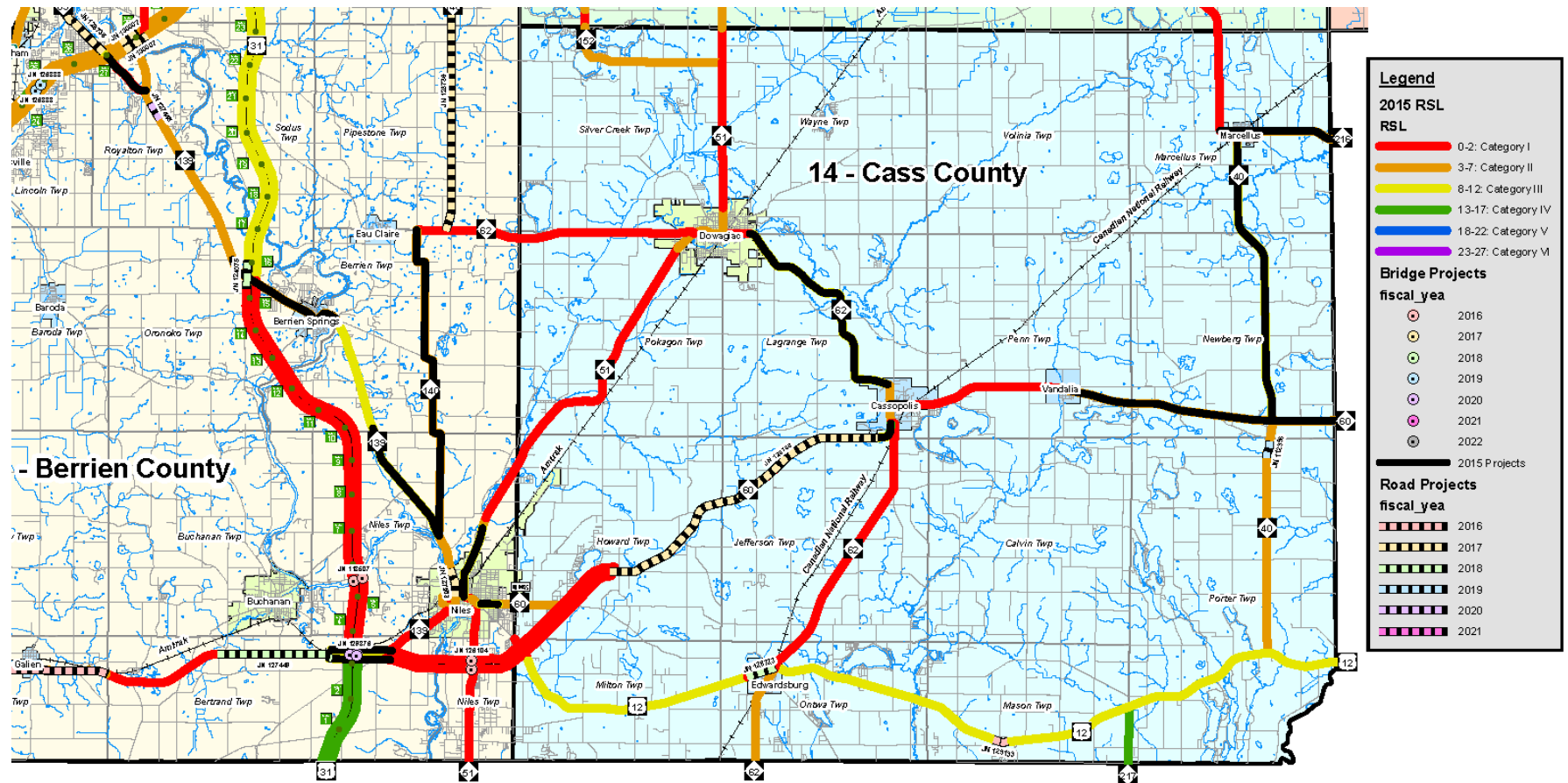
FY 2018 Target (\$1000s) **200**

FY 2018 Balance (\$1000s) **0**

*Project Located within NATS MPO Boundaries

FY 2017-2020 CMAQ Constraint	FY 2017-2020 CMAQ Programmed (\$1000s)	749
	FY 2017-2020 CMAQ Available (\$1000s)	801
	Constrained Balance	52
<i>Fiscal constraint has been met if revenues (existing, committed, or reasonably expected to be available) cover costs of projects plus operations and maintenance of existing system.</i>		

Map 3. MDOT Projects



Map 3 is an edited version of a map titled *Southwestern Service Area: RSL vs. 5-Year Program (2016-2022)* produced by MDOT. For a list of MDOT submitted projects occurring in the MPO area for FY2017-200, see **Table 23**.

Table 23. FY 2017-2020 MDOT Projects

Project Name	Project Limits	Project Length (miles)	Improvement Type	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Total Phase Cost (\$1000s)
FY 2017 Projects								
M-139	1. On M-63 in the City of St. Joseph, from Winchester Avenue to S. JCT I-94 BL. 2. On M-139 in the City of Niles, from the turn at Front St. to Marmont St. (s. of NCL Niles).	1.127	Resurface	CON	81	STL	18	98
Various	1. I-196 NB, Coloma Rd to Central Ave and I-196 SB, Coloma Rd to N. of CR 378 2. M-63, I-94 to Midway Ave, St. Joseph 3. US-12, Red Arrow Hwy to Galien River 4. I-196 BL & M-140, I-196 to Blue Star Hwy 5. M-40, N. of CR 669 to SVL Lawton 6. M-60, W. of End0 Divided; UAL Niles to S. of SVL Cassopolis 7. M-331, Kilgore Rd to M-43 8. Kilgore Rd Park & Ride Lot at the Southwest Region Office 9. M-89, 42nd St to W. Michigan Ave, Richland 10. M-89, 12th St to 8th St, Plainwell	38.443	Restore & rehabilitate	CON	53	ST	12	35
FY 2017 Totals (\$1000s)					134		30	164
FY 2018 Projects								
US-12	West Village Limits of Edwardsburg to M-62	0.84	Resurface	CON	1,457	ST	302	1,759
US-31	over US-12	0.41	Restore & rehabilitate	PE	41	NH	09	50
US-31	over US-12	0.41	Restore & rehabilitate	SUB	332	NH	74	406
FY 2018 Totals (\$1000s)					1,830		385	2,215

Table 23. FY 2017-2020 MDOT Projects cont.

Project Name	Project Limits	Project Length (miles)	Improvement Type	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Total Phase Cost (\$1000s)
FY 2019 Projects								
-								
FY 2019 Totals (\$1000s)					0		0	0
FY 2020 Projects								
US-31	over US-12	0.41	Restore & rehabilitate	CON	2,724	NH	604	3,328
FY 2020 Totals (\$1000s)					2,724		604	3,328

PERFORMANCE MEASURES

A key feature of the previous federal transportation bill, MAP-21, was the establishment of a performance based transportation program. The purpose of the performance-based program is for states and MPOs to invest resources in a way that achieves local, state and national goals, and for spending decisions to be driven by data and need rather than political negotiation. The new federal transportation bill, Fixing America's Surface Transportation (FAST) Act continues MAP-21's performance measures framework while providing some stability to this framework in a long-term authorization.

At the time of writing of this TIP, national performance measures rulemakings were still in draft form and open for public comment. Many final rules are expected in the months ahead. In March 2016, a final rule was issued for performance measures regarding the Highway Safety Improvement Program (HSIP) and safety more broadly. Safety performance measures have been selected after much comment from transportation officials and the public. They are:

- Number of fatalities from motor vehicle-related crashes
- Fatalities per Vehicle Miles Traveled (VMT)
- Number of serious injuries from motor vehicle-related crashes
- Serious injuries per Vehicle Miles Traveled (VMT)
- Fatalities and serious injury crashes for non-motorized users.

SWMPC continues to monitor and participate where needed while the Michigan Department of Transportation (MDOT) sets performance targets based on these measures. The state will have to show a reduction in fatalities and serious injuries as described above, and the NATS area will have to show that it is doing its part to meet the state's targets for safety. If targets are not met, funds from other sources will have to be redirected towards achieving safety goals. Future discretion over federal funds will be tied to the MPO showing reductions in fatalities and serious injuries.

As part of the NATS project selection process for this TIP, NATS attempted to align its selection criteria with the federal planning factors and NATS goals as stated in the Long Range Transportation Plan. The MPO committees sought to ready themselves for future performance measures by moving towards a data-driven selection process. The MPO still continues to wait for further state and federal guidance on performance measures. The following section examines the status of national performance measures rulemakings under the FAST Act and looks at areas where NATS can continue its data gathering efforts in preparation for performance measures.

NATIONAL PERFORMANCE MEASURES

The FAST Act, in keeping with the framework of MAP-21 requires the U.S. Secretary of Transportation, in consultation with states, MPOs, and other stakeholders, to establish national performance measures. MAP-21 established national performance goals for the Federal-aid highway program in seven areas. **Table 24** below lists each of these areas.

Table 24. National Performance Goals

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

In order to achieve these national goals, USDOT is in the process of issuing a series of rules that include performance measures and instructions for state target setting for each of the measures. All rules were expected to be issued within 18 months of MAP-21's enactment in 2014. However, there have been numerous delays and proposed rulemakings and final rules are still being released. **Table 25** below outlines the status of each of the federal rulemakings for highway projects.

Table 25. Performance Measures Rulemakings for Highway Projects

Rule	Status
Metropolitan and Statewide Planning- This rule will define coordination between governing agencies in the selection of targets, linking planning and programming to targets.	Comment docket on federal register closed on June 30, 2014. Final rule anticipated in July 2016.
Pavement and Bridge Performance Measures- This rule will propose measures for assessing pavement and bridge condition. This rule will propose a minimum level for condition of the pavement on the interstate system and NHS bridges. Finally, this rule will set the process by which states will set their targets and states and MPOs will meet their targets.	Comment docket on federal register closed May 8, 2015. Final rule anticipated in September 2016. A performance measures fact sheet can be found here: https://www.fhwa.dot.gov/tpm/rule/pmfactsheet.pdf
Highway Asset Management Plan- This rule will set the process by which states must develop asset management plans that outline progress towards meeting state targets for condition and performance. The rule will also define the minimum standards for state to use in developing management systems for pavement and bridges	Comment docket on federal register closed May 29, 2015. Final Rule anticipated in September 2016.
Safety and Highway Safety Improvement Program- This rule will set measures by which states must assess fatalities and injuries, and fatalities and injuries per vehicle mile traveled. This rule will specify procedures for state target setting regarding those measures.	Comment period closed June 30, 2014. Final Rule was published March 15 th , 2016. A fact sheet can be found at: http://safety.fhwa.dot.gov/hsip/spm/docs/spm_factsheet.pdf
System Performance- This rule will set measures by which congestion and reliability of the transportation network are evaluated. This rule will also specify procedures for state.	Notice of Proposed Rulemaking Expected in April 2016. Comments anticipated through at least August.

In addition, there are national performance measures rulemakings that pertain to public transit assets, operations and safety. The information that NATS knows about these rulemakings is included in **Table 26** below.

Table 26. Performance Measures Rulemakings for Transit Projects

Rule	Status
Transit Asset Management- This rule will specify the procedures for each FTA funding recipient and sub-recipient to develop an asset management plan for all assets: equipment, rolling stock, infrastructure, and facilities. This rule will also specify how FTA funding recipients should report on the condition of their assets and State of Good Repair.	Comment docket opened on proposed rule on September 30, 2015. Docket closed in December. Final Rule sometime in 2016. More information can be found in the federal register at: https://www.federalregister.gov/articles/2015/09/30/2015-24491/transit-asset-management-national-transit-database
Public Transit Agency Safety - This rule will require transit agencies to develop an SMS process for safety and set performance targets that will be coordinated with the MPOs.	Comment docket opened on proposed rule on February 5, 2016. It will close in May. The final rule is anticipated later in 2016 The proposed rule is available here: https://www.federalregister.gov/articles/2016/02/05/2016-02017/public-transportation-agency-safety-plan
National Transit Safety Plan Rule- This rule will create a plan to guide risk management of nationwide safety issues regarding public transit systems. The rule will also set performance measures for fatalities, injuries, safety events, and reliability for public transportation.	Full plan was posted on the docket for comment on February 5, 2016. Final plan, if adopted will guide FTA's programs regarding safety. The proposed plan can be found at: https://www.federalregister.gov/articles/2016/02/05/2016-02010/national-public-transportation-safety-plan

The NATS MPO continues to make its own progress in coordinating with the national goals and preparing for data gathering efforts needed to successfully implement performance measures. Listed below are ways that the NATS MPO is gathering data to address national performance goals.

1. **Safety** - In project selection for this TIP cycle, SWMPC staff examined crash data on proposed road project segments, and the prioritization system awarded points for projects that address safety issues. SWMPC staff also participated in the development of a Local Road Safety Plan for the three county region, giving comment on the safety issues identified and countermeasures proposed. SWMPC has encouraged committee members to apply for safety funds, and the NATS MPO will be more proactive in examining safety data to inform the projects that are submitted.
2. **Infrastructure condition** - SWMPC has long collected PASER data to measure progress in improving and maintaining the condition of the pavement. Over the last three years, SWMPC has undertaken a concerted effort to report this data back to the MPO on a consistent basis, and to adopt a project

prioritization system where preventative maintenance is given weight in addition to long-standing reconstruction and resurfacing needs.

3. **Congestion reduction** - Based on the NATS Long Range Transportation Plan, the NATS area only has one corridor where volume will be over capacity by 2040; this is Main St in Niles between M-139 and M-51. Therefore, the NATS MPO does not perceive congestion to be a major issue in the area. NATS does continue to monitor congestion management activities taking place throughout the state, and acknowledges that understanding congestion management principles will be important if capacity expansion projects on either side of the Indiana-Michigan state line take place.
4. **System reliability** - The MPO has paid particular attention to vulnerabilities of heavily-traveled routes such as US-31 during inclement weather events or major accidents such as bridge deck collapses. NATS MPO members have asked for better information sharing between first responders and renewed a focus on proper consideration of traffic impacts during construction. The MPO continues to monitor system performance data in both good conditions and during major events. In addition, the MPO examines data on the reliability of transit service. An issue currently hurting transit service is a shortage of drivers.
5. **Freight movement and economic vitality** - the MPO continues to monitor and gain information regarding the movement of freight commodities within the region. MPO staff are becoming more knowledgeable about the use of HERE data and other types of vehicle probe data on the interstate and trunkline system. In addition, MPO staff have participated in a study to reconfigure the St. Joseph River commercial harbor which serves the entire southwest region.
6. **Environmental sustainability** - The MPO is continuously working with local watershed and environmental groups to reduce the potential impacts of transportation projects to wildlife and environmentally sensitive areas identified in the Environmental Mitigation section of the long range plan. In addition, via initiatives such as non-motorized paths and better public transit, the MPO attempts to reduce dependency on single passenger automobiles by improving transportation options with lower carbon emissions.
7. **Reduced project delivery delays** - MPO staff continue to work with MDOT and other agencies to ensure that local projects are obligated, let and delivered in a timely manner, per FHWA guidelines. Over the past two years, the MPO staff have sought to measure the percentage of funds that went towards projects that did not get obligated in time. In FY 2015, NATS obligated 100% of its STP funded projects on time, although there were CMAQ and Transportation Alternatives projects that did not get funded.

STATE PERFORMANCE TARGETS

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

- Coordinate with an MPO when setting performance targets for the area represented by that MPO;
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO.

The NATS MPO will continue to monitor opportunities to coordinate with MDOT on target setting. MDOT has until August 31, 2017 to set performance targets for safety and HSIP performance measures. Others will be coming after that.

MPO PERFORMANCE TARGETS

Within 180 days of the state's or providers of public transportation setting performance targets, MPOs are required to set their own performance targets in relation to the established measures. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. The targets are required in the Long Range Transportation Plan according to §1201; 23 USC 134(i)(2)(B). The State is required to report on the condition and performance of the NHS; the effectiveness of the investment strategy document in the state asset management plan for the NHS; progress toward achieving performance targets; and the ways in which the state is addressing congestion at freight bottlenecks. [§1203; 23 USC 150(e)]. States and MPOs will also report to USDOT on progress in achieving targets. As the NATS MPO continues to monitor the development of these performance targets, the MPO will engage in target setting of its own and work towards inclusion of the new measures and targets in the long range transportation plan.

MPO FOCUS AREAS FOR PERFORMANCE MEASURES

While USDOT will be releasing a set of national performance measures for which states and MPOs will be required to set targets, the NATS MPO has its own areas of concern with transportation issues for which data collection and performance measurement are needed. These MPO focus areas are listed below.

1. **Signal optimization-** Optimized signals reduce travel times by allowing people to get to their destinations more efficiently. In addition, optimization can reduce vehicle idling, which reduces emissions and provides air quality benefits. The Red Bud Trail corridor in the City of Buchanan provides a good example of a prime candidate for optimization. The City of Buchanan has undertaken a concerted effort using Congestion Mitigation and Air Quality (CMAQ) funds to replace the signals and optimize them.

The MPO will continue to examine travel time on various corridors in our area and look at the success of signalization projects in reducing that travel time. The MPO will also use data on traffic counts to determine which corridors and which specific intersections should be the best candidates for signalization projects.

2. **Connectivity of Non-Automobile Infrastructure-** Berrien and Cass Counties, including the NATS area, have a higher percentage than the state average of adults over age 65, many of whom may not choose to drive for much longer or may be unable to operate a vehicle. At the same time, the NATS area also has high concentrations of people of all ages who do not own automobiles or have driver's licenses. Therefore, it is important not only that bicycle, pedestrian, and public transit infrastructure is provided, but that it connects people to key destinations safely. Currently, the infrastructure can be quite fragmented, and the MPO should continue to measure connectivity of this infrastructure.

Specifically, the MPO can catalog key destinations for non-motorized users based on survey data from past planning efforts and ridership logs from public transit. NATS can also update its non-motorized maps to measure progress since the last TIP was enacted, and see where there are still gaps or road segments where the infrastructure is still incomplete. The eventual goal of the MPO is to still develop a full non-motorized plan for the NATS area.

3. **Environmental Justice Populations** - In keeping with FHWA's emphasis area of Ladders of Opportunity, NATS has long been concerned with Environmental Justice populations' access to basic services and daily needs. Under Executive Order 12898, the MPO is required to ensure that transportation projects do not bring disproportionate negative impacts on traditionally underrepresented populations, and that they are also not left out of the benefits of these projects. These populations include, but are not limited to, racial minorities, people in poverty, and persons with disabilities.

NATS will continue to measure the effectiveness of regular public transit service and paratransit in meeting the needs of designated Environmental Justice populations by examining transit driver logs, conducting surveys of riders and listening to feedback at public meetings. In addition, NATS will use survey data to measure whether non-motorized infrastructure in designated EJ areas is meeting the needs of users living in those areas who are unable to own or operate motor vehicles.

4. **Excess Capacity** - The NATS committees have become acutely aware that many roads in the area were built for a much larger population. As the population certain jurisdictions in NATS area has declined, many of these roads have lower volumes of traffic than capacity. At the same time, there are still corridors that see heavy amounts of traffic, and it is important to maintain level of service on those roads. Accurately identifying roads with excess capacity and developing solutions such as road diets, plantings, or two-way conversion to use that excess capacity efficiently is something that NATS is committed to.

SWMPC will continue to conduct traffic counts and work with MDOT's Statewide Urban Travel Analysis (SUTA) to monitor areas where volume is far below capacity. SWMPC staff will bring data before the NATS MPO to develop creative ideas that transform the excess capacity into elements that enhance the transportation network in the current context of declining population.

- 5. Vehicle Miles Traveled** - At the time of the writing of the 2014-2017 TIP, Vehicle Miles Traveled (VMT) per year was falling for the first time in the history of the United States. Many experts attributed this decline to the preference of millennials' preference for living in places where they did not need to own a car, on high gas prices, on the aging population of America that may no longer be able to drive, and on trends that favored downtown living. Recently, however, the trend in VMT has reversed again. Due to lower gasoline prices and a revived housing market outside of urban centers, VMT is on the rise once again. Most residents of the NATS area will still be auto-dependent for some time, but improving air quality and transportation access through reduced VMT is still a goal in the MPO Long Range Plan and a desire of the MPO.

NATS will continue to monitor vehicle miles traveled in the area and trends nationwide as one indicator in evaluating the success of the county rideshare program and other initiatives designed to promote walking, biking, and public transit use.

RESOURCES FOR PERFORMANCE MEASURES



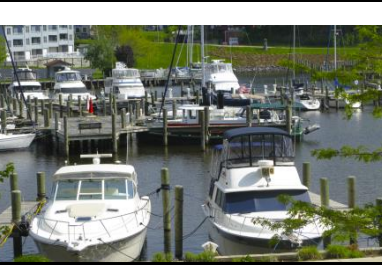

SWMPC will continue to participate in learning opportunities and discussions as more information regarding performance measures becomes available. There are several resources that committee members and interested parties might use to track performance

- Federal Highway Administration (FHWA) <http://www.fhwa.dot.gov/tpm/>
- Federal Transit Administration (FTA) <http://www.fta.dot.gov/map21/>
- National Association of Regional Councils (NARC) <http://narc.org/issueareas/transportation/>
- National Association of Development Organizations (NADO) <http://www.nado.org/>
- Association of Metropolitan Planning Organizations (AMPO) <https://www.ampo.org/>

AIR QUALITY ANALYSIS

The Clean Air Act (CAA) was established to improve air quality, protect public health, and protect the environment. The CAA has been amended over the years, most significantly in 1990. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometers in diameter (PM₁₀) and less than 2.5 micrometer in diameter (PM_{2.5}). Generators of air pollution are classified into four main types: stationary sources, area sources, non-road mobile sources, and on-road mobile sources. Examples of generators by source category are shown in Figure 1.

Figure 1. Air Pollution Sources

		
<p><i>Stationary Sources</i></p> <ul style="list-style-type: none"> ▪ Industrial sources, refineries, and electric utilities 	<p><i>Area Sources</i></p> <ul style="list-style-type: none"> ▪ Dry cleaners, paints, and solvents 	<p><i>Non-Road Mobile Sources</i></p> <ul style="list-style-type: none"> ▪ Boats, aircraft, trains, and construction equipment
		
<p><i>On-Road Mobile Sources</i></p> <ul style="list-style-type: none"> ▪ Commuter rail and vehicles expected to be on roadways such as cars, trucks, and buses 		

Source: MDOT Photography Unit & Google Image Search

The CAA links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's State Implementation Plan (SIP) which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan transportation long range plan (LRP) and the metropolitan transportation improvement program (TIP). Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.



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

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

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

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants which contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NOx) and volatile organic compounds (VOC) react with sunlight. Shown in **Table 27**, are the transportation pollutants and associated precursors. Pollutants can be both directly emitted and also formed due to precursors. Not all precursors are required to be analyzed for a pollutant; it depends on what is causing the pollutant to form in an area.

Table 27. Transportation Pollutants and Precursor Emissions

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

The Michigan Department of Environmental Quality (MDEQ) uses monitors throughout the state to measure pollutant levels and then determines if concentrations exceed the NAAQS. For each pollutant, an area is classified as either: attainment (under the standard), nonattainment (area has more pollutant than allowed), unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; the conformity requirements are the same as for an attainment area) or maintenance (an area was nonattainment, but is now under the standard and has been for a determined time). Transportation conformity is required for areas designated nonattainment or maintenance.

In October 2015, the EPA lowered the ozone NAAQS to 0.070 parts per million (ppm). The state of Michigan is currently in the process of recommending nonattainment areas to the EPA around five monitors which are exceeding the 2015 ozone standard as measured by the most current three years (2013 – 2015) of data. Allegan, Muskegon, Berrien, St. Clair, and Macomb counties each have one monitor exceeding the NAAQS. The nonattainment area boundaries surrounding each monitor will be determined by analyzing five factors; monitor data, location of sources contributing to ozone, meteorology, geography/topography, and jurisdictional boundaries. MDEQ has until October 1, 2016 to make nonattainment boundary recommendations. EPA will make final official designations by October 1, 2017, using the most current available three years of data for that time (2014 – 2016). Consequently, state recommended areas could be different than the EPA's final designations because of the additional years of data being analyzed. Therefore, areas currently exceeding the standard might drop out while other areas could become nonattainment. MPOs that are designated nonattainment for ozone on October 1, 2017 must demonstrate conformity of LRP and TIP within one year. Currently NATS is in attainment for all transportation pollutants.

ENVIRONMENTAL JUSTICE

Historically low income and minority populations have received a disproportionate amount of health and environmental impacts from federal projects without seeing the full benefits. Environmental Justice (EJ) refers to methods to avoid this issue. EJ is mandated under a federal directive (Executive Order 12898, enacted in 1994) requiring all federal programs to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects as the result of its programs, policies, and activities on minority populations and low-income populations. Populations that require special consideration include historically marginalized groups such as African Americans, Asian Americans, Hispanic or Latino Americans, Native Americans, and low-income households.

In addition to the general EJ mandate, the US DOT published its own Order (5610.2) on April 15, 1997. This Order requires the incorporation of EJ principles in all US DOT programs, policies and activities. The US DOT integrates the goals of the Executive Order through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act of 1969 (NEPA) and Title VI of the Civil Rights Act of 1964 (to ensure that no person is excluded from participation in, denied the benefits of, or is subjected to, discrimination).

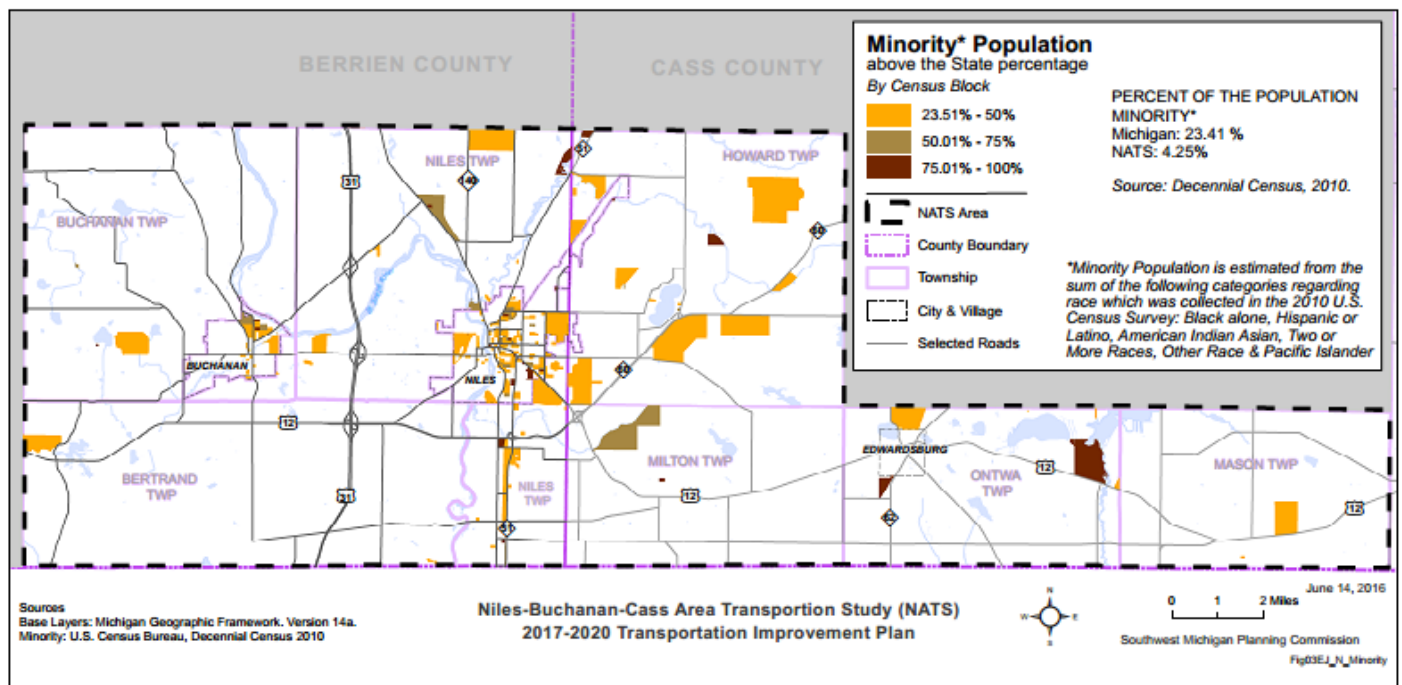
Within the NATS area, efforts are undertaken to ensure that transportation system improvements that are implemented do not have disproportionately negative effects on minority and low-income populations. System investments are also chosen so they provide for an equitable distribution of benefits to areas that are traditionally underrepresented in the planning process. Transportation projects may bring new benefits in terms of greater connectivity to destinations and faster, safer travel. At the same time, these projects can also bring new concerns with increased noise, air pollution, or impediments during construction processes. In order to ensure that transportation investments in NATS equitably benefit all of the region's populations, and that they do not have a disproportionately adverse impact on any of these populations, SWMPC undertook procedures listed in the methodology section below.

IDENTIFICATION OF ENVIRONMENTAL JUSTICE AREAS

An EJ area is a location which either has higher poverty or higher minority population than the state average. Minority population was determined from the 2010 US Census at the census block level. This is the most reliable and fine grained data available. Minority refers to any individual not identifying as Non-Hispanic white. The US Census does not consider Hispanic or Latino to be a racial designation and it is not included in the question about race. There is a separate question on the census asking if you are Hispanic or Latino of any race. Many Hispanic and Latino individuals identify their race as "other" while some identify as White or Black. To get an accurate representation of minority population including

Hispanic/Latino, the Census data for Latino and Race was used. This data identifies the population by Hispanic and then divides the Non-Hispanic responders by race. Anyone who identifies as Hispanic is counted only as Hispanic and their race, as defined by the Census, is not counted. For minority population, 23.4% of the statewide population is considered minority. Therefore, any census block with more than 23.4% minority population is also considered an EJ area. This can be seen in **Map 4**.

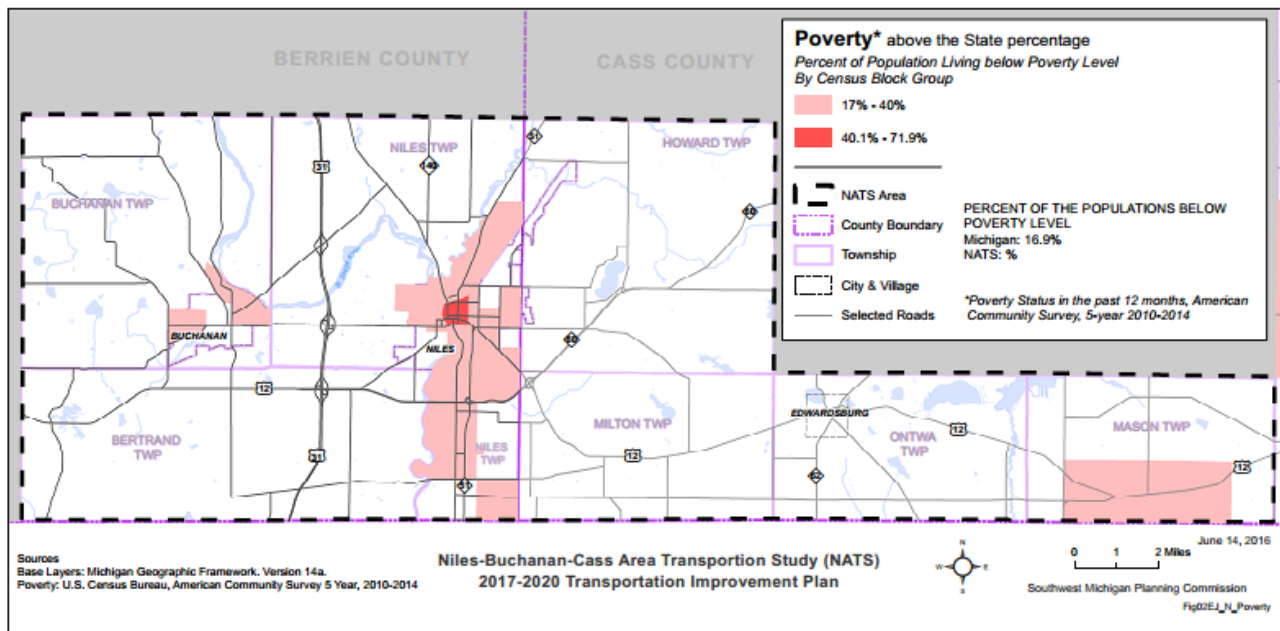
Map 4. Minority Population



Poverty is calculated from the American Community Survey (ACS) five-year average 2010-2014 at the census block level. The 2010 Census did not have along form and income data was not included thus the ACS five-year average is the best available data that reports poverty levels. Those in poverty are individuals making less than the federally designated poverty line based on house hold size.

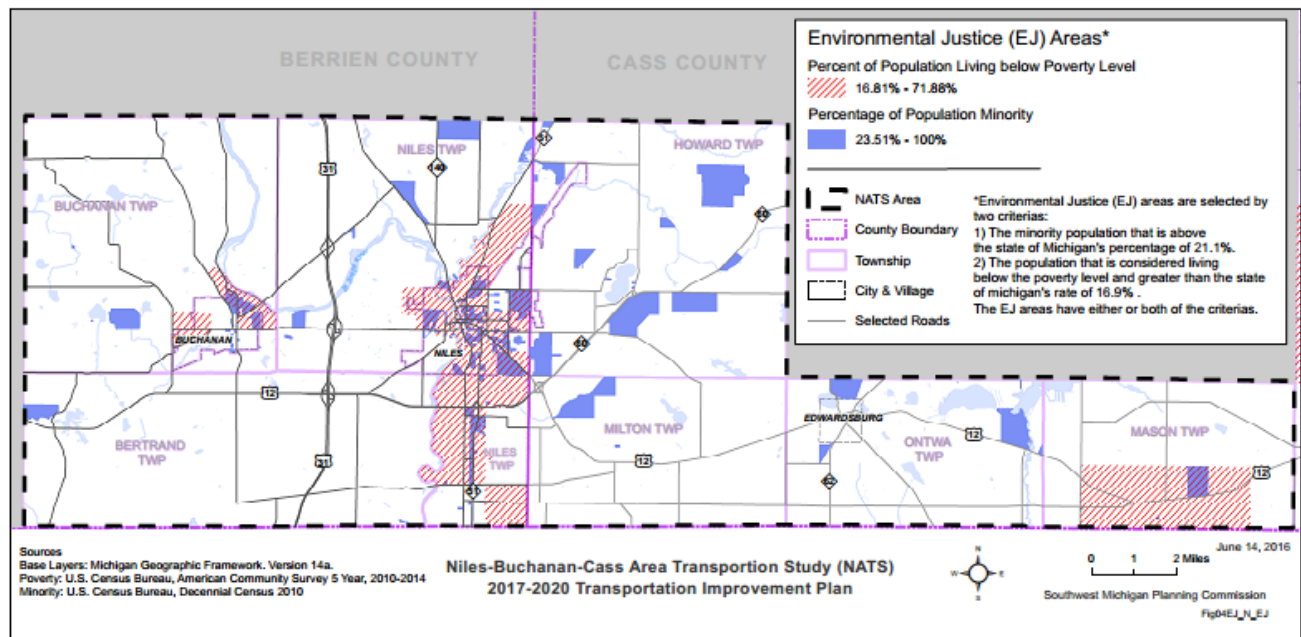
The statewide average for poverty is 16.9%. Any census block in the NATS area which has more than 16.9% of its population in poverty is considered an EJ area. This can be seen in **Map 5**.

Map 5. Poverty Population



The EJ areas map which is the combination of the minority and poverty maps is shown below in **Map 6** on following page. 11.92% of NATS population are minority while 16.1% are below the poverty line. According to this analysis 35.6% of NATS residents reside in an EJ area. This means that about a third of the population lives in a census block which either has a higher percentage of minorities or a higher poverty level than state average.

Map 6. Environmental Justice Areas

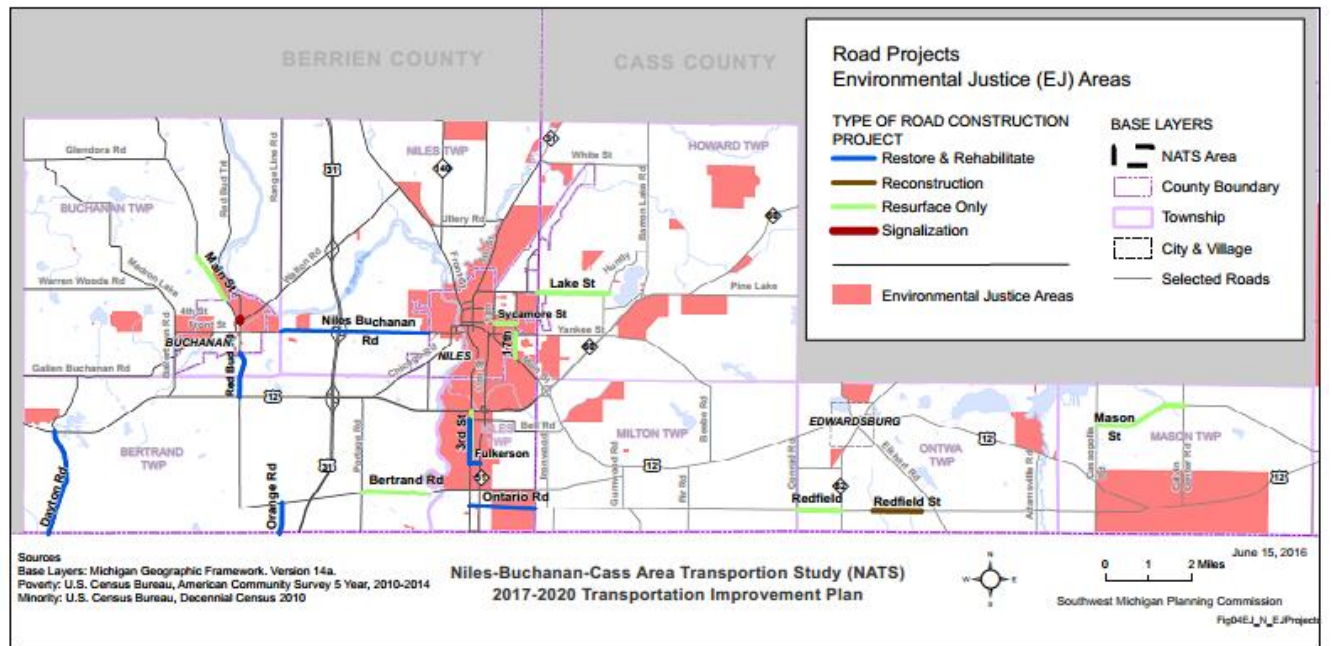


ANALYSIS OF IMPACTS

Impacts on EJ areas are determined based on whether projects within EJ areas cause: disproportionately high health or environmental effects, limit the mobility of the residents, or neglect to provide benefits given to non EJ areas. As shown in **Map 7**, out of fifteen roadway projects four are completely within EJ areas, seven do not border an EJ area at all and four projects affect both EJ and non EJ areas. It should be noted that only roadway projects were mapped. It has been determined that none of the eight projects completely within or bordering EJ areas will cause a decrease in health, environmental quality, or mobility. Projects have also been distributed fairly, without a significantly higher concentration of projects either within or outside of EJ areas. After Analysis It has been determined that the all benefits are shared fairly among NATS residents.

There are no capacity increasing projects, nor are any projects expected to significantly alter travel behavior. Therefore, it is highly unlikely that there will be increased health or environmental impacts within the EJ areas. Nor is there expected to be any harm during construction from air water or noise pollution. Furthermore, because no roads are being closed except during construction period, we don't expect to see any decrease in mobility. Finally based on the distribution of EJ areas and projects, benefits should affect all residents equitably. There are no benefits that non EJ areas receive that the EJ populations will not receive.

Map 7. Road Projects Environmental Justice



PUBLIC INVOLVEMENT AND CONSULTATION

PUBLIC INVOLVEMENT

Public involvement followed the guidelines set forth in the public participation plan.

Notices indicating a public comment period for TIP projects were sent via e-mail and postal mail (see **Appendix E** for copy of notices) to local media, local governments, schools, human service organizations, and some members of the general public, all from the SWMPC contacts database. Members of the public were invited to the project selection meeting and the NATS meeting. The formal comment period began February, 23 2016. The notice to the public contained detailed dates, times, and locations of the meetings at which public comment on the TIP projects would be accepted, and described how to comment on the locally proposed projects if meeting attendance was not an option. Please see **Appendix E** for public notices. The public had the opportunity to comment in person at the regular NATS Technical Advisory Committee meetings and Policy meetings on March 22, 2016 at 1:00 p.m. at the Niles City Council Chambers or by submitting an e-mail or letter using the following contact information:

Southwest Michigan Planning Commission
376 W Main St
Benton Harbor, MI 49022
kovnatb@swmpc.org; gallagherk@swmpc.org
(269)-925-1137 (x1524) (x1518)

NATS's public involvement process only relates to the local projects, which excludes MDOT projects. MDOT has its own separate public involvement process it uses to incorporate public comments into its project selection and design.

CONSULTATION

Consultation is the name of a procedure, separate from participation by the general public, where various public agencies, non-profits, and private sector groups with demonstrated expertise are invited to give comment on proposed TIP projects. overlooked issues with transportation projects are brought to the attention of the MPO. The goal of consultation is also to ensure that transportation projects are compatible and do not conflict with other plans for managing resources, land use, environmental protection, and economic development. Legislative guidelines suggest that agencies responsible for the following areas be contacted:

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement

- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human service transportation providers

After reviewing the consultation list from the previous TIP and the LRP development process, MPO staff determined that many of the agencies contacted were already represented at the MPO. For example, cities, villages, the Road Commission, and several MDOT offices had the opportunity to comment and vote on projects as members of the NATS TAC and Policy Committees. Therefore, these agencies are not included in the consultation list since it would be duplication and possible conflict of interest for them. In addition, some of the voting representatives for cities and villages are part of consulting firms, and they were removed from consultation due to a conflict in interest. Only consulting firms with no representatives that vote on NATS committees are included.

Agencies with which the SWMPC requested consultation were sent the following in the mail:

- A letter explaining the transportation planning consultation process according to MAP-21 legislation.
- The NATS role in this process.
- A draft list of 2040 LRP proposed transportation projects.
- A map displaying proposed projects.
- Directions on how they might provide their input.

The full Consultation List is presented below in **Table 28** and the comment received during the process can be found in **Appendix F**.

Table 28. Consultation List

2017-2020 NATS TIP Consultation List	
	MDOT Intermodal Policy Division
Area Agency on Aging Region IV	MDOT Non-Motorized Transportation
Be Healthy Berrien Partnership	MDOT Office of Passenger Rail
Benton Harbor Area Schools	MDOT Passenger Division
Berrien County Conservation District	Michigan Department of Environmental Quality
Berrien County Department of Human Services	Michigan Department of Natural Resources
Berrien County Historical Association	Michigan State Housing and Development Authority (MSHDA)
Bertrand Area Schools	Niles Area Schools
Berrien County Parks	Office of State Senator John Proos
Bridgman Schools	Pokagon Band of Potawatomi Indians
Cass County Parks	
Cornerstone Alliance	Southwest Michigan Land Conservancy
Department of the Interior- Fish and Wildlife Service	Sustainable Business Forum
Disability Network Southwest Michigan	Two Rivers Coalition
Edwardsburg Community Schools	Wightman and Associates- Architecture
Federal Aviation Administration; Michigan Division	79th District State Representative Al Pscholka
Friends of the St. Joseph River	
Kinexus (Michigan Works!)	
Lake Michigan College- Napier Campus	
Lakeland Hospital	
MACOG	

APPENDIX A: RESOLUTIONS OF APPROVAL

**Resolution Approving
The Niles-Buchanan-Cass Area Transportation Study
Fiscal Year 2017-2020 Transportation Improvement Program**

WHEREAS, the Southwest Michigan Planning Commission is the state-designated Metropolitan Planning Organization for the Niles-Buchanan-Cass Urbanized Area; and

WHEREAS, the Niles-Buchanan-Cass Area Transportation Study (NATS) is responsible for the development of a Transportation Improvement Program (TIP) for the Metropolitan Planning Organization as required by both the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the NATS Fiscal Years 2017-2020 TIP has been developed and certified in accordance with the requirements of 49 CFR 613, 23 CFR 450 and 134; and

WHEREAS, the 2017-2020 TIP has been developed in cooperation with state and local officials, with opportunities for public involvement, review and input; and

WHEREAS, the 2017-2020 TIP is consistent with the NATS Long Range Plan; and

WHEREAS, the 2017-2020 TIP meets the Principles and intent of Environmental Justice; and

WHEREAS, the 2017-2020 TIP conforms with Air Quality Standards; and

WHEREAS, the federal and non-federal programmed expenditures in the NATS 2017-2020 TIP are constrained with the amount of revenues expected to be available during the four-year period;

NOW, THEREFORE BE IT RESOLVED, On this the 28th day of June 2016, that the Niles-Buchanan-Cass Area Transportation Study Policy Committee hereby approves the Fiscal Year 2017-2020 Transportation Improvement Plan for the Niles-Buchanan-Cass Area Transportation Study.


Richard Cooper, Chair
NATS Policy Committee


Date



SOUTHWEST MICHIGAN PLANNING COMMISSION

376 W Main, Suite 130, Benton Harbor, MI 49022

Phone: 269-925-1137 • Website: www.swmpc.org

A RESOLUTION APPROVING THE NILES-BUCHANAN-CASS AREA TRANSPORTATION STUDY (NATS) FISCAL YEARS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Southwest Michigan Planning Commission is the state-designated Metropolitan Planning Organization (MPO) for the Niles — Buchanan — Cass Urbanized Area; and

WHEREAS, the Niles-Buchanan-Cass Area Transportation Study (NATS) is responsible for the development of a Transportation Improvement Program (TIP) for the Metropolitan Planning Organization; and

WHEREAS, the TIP is required by both the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the NATS Fiscal Years 2017-2020 TIP has been developed and certified in accordance with the requirements of 23 CFR 450 in cooperation with state and local officials, with opportunities for public involvement, review and input; and

WHEREAS, the NATS FY 2017-2020 TIP meets the principles and intent of Environmental Justice; and

WHEREAS, the Federal and non-federal programmed expenditures in the NATS FY 2017-2020 TIP are constrained with the amount of revenues expected to be available during the four-year period;

NOW, THEREFORE BE IT RESOLVED, this the 19th day of July, 2016, that the Southwest Michigan Planning Commission finds the NATS FY 2017-2020 TIP consistent with the goals of the NATS 2040 Long Range Transportation Plan, is fiscally constrained, conforms with Air Quality Standards and hereby approves the FY 2017-2020 NATS Transportation Improvement Program.

ATTEST:

Barbara Cook, Chair
Southwest Michigan Planning Commission

ATTEST:

John Egelhaaf, Executive Director
Southwest Michigan Planning Commission



U.S. Department
of Transportation

September 28, 2016

Federal Highway Administration
315 W. Allegan Street, Room 201
Lansing, MI 48933

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Mr. Dave Wresinski
Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

**FY 2017-2020 Statewide Transportation Improvement Program (STIP) Approval
and Federal Planning Finding**

Thank you for the submittal of the FY 2017-2020 Statewide Transportation Improvement Program (STIP) for the State of Michigan. The Federal Highway Administration (FHWA) is in receipt of all MPO FY 2017-2020 TIPs, which were included in the STIP by reference. FHWA and our partners at the Federal Transit Administration (FTA) have reviewed the development of the STIP and find it was developed in accordance with the regulations pertaining to the development and content of statewide transportation improvement programs (23 CFR 450.218).

Recent related action included the September 9, 2016 determination that the FY17-20 TIP for Southeast Michigan was developed in accordance with air quality conformity regulations of 40 CFR 93. With this approval, the FY 2017-2020 STIP will be the officially recognized STIP for Michigan, which incorporates each MPO FY2017-2020 TIP by reference.

Per 23 CFR 450.218(e), FHWA approves the Federal Lands Highway program TIP for inclusion in the STIP. See attached documentation regarding the Federal Lands Highway FY2017-2020 TIP projects, previously provided to your staff.

Also attached is the Federal Planning Finding. The finding is a formal action taken by the FHWA and FTA, with the approval of the STIP, to ensure that STIPs and TIPs are developed according to Statewide and metropolitan transportation planning processes, as found in 23 U.S.C. 134-135 and 49 U.S.C. 5303-5304.

Sincerely,

JASON
MICHAEL
CIAVARELLA

Digitally signed by JASON
MICHAEL CIAVARELLA
DN: cn=J.Michael.Ciavarella,
ou=DOT FHWA/LansingMI,
ou=FTA, email=J.Michael.Ciavarella@dot.gov,
c=US

R. Stewart McKenzie
Community Planner
Federal Transit Administration

Sincerely,

ANDREW
C PICKARD

Digitally signed by ANDREW C
PICKARD
DN: cn=US, cn=U.S. Government,
ou=DOT FHWA/LansingMI,
ou=FTA, email=Andrew.C.Pickard@dot.gov,
c=US

Andy Pickard
Senior Transportation Planner
Federal Highway Administration

APPENDIX B: PROJECT PRIORITIZATION

NATS Proposed Road Project Prioritization System

Approved January 26, 2016

The following pages present the approved methodology for scoring projects submitted for consideration for NATS' allocation of \$518,608 annually in Surface Transportation Program (STP) dollars for 2017-2020. This methodology has been developed with some consultation from committee members.

The deadline for application submittal is **February 8, 2016**.

This document serves as guidance in the project selection process. The scoring system will be one factor in project selection that is conducted through an open, public process in which all interested individuals and parties will have an opportunity to voice their opinions and concerns on projects under consideration. The NATS MPO acknowledges unique factors to certain projects that may make them a priority outside of this scoring system. The NATS Policy Committee has the ultimate authority to select projects. The project selection committee will recommend projects to the Technical Advisory Committee who will then recommend projects to the NATS Policy Committee.

This project prioritization methodology emphasizes factors used in other transportation project selection procedures with which our committee members have experience. These factors are:

- **Connectivity** (Does this project connect important areas of the region? Does it allow for connection between modes of travel? Is this project being coordinated between jurisdictions?)
- **Continuity** (Is this project continuing resurfacing, reconstruction, or maintenance work adjacent to a segment where work has already been done in the past?)
- **Traffic Count** (How important is this roadway based on the amount of traffic it moves?)
- **Road condition** (What is the PASER rating of the roadway? How much will the proposed project extend the useful life of the road?)
- **Safety** (How will this project improve safety?)
- **Local Priority** (Is this project part of a capital improvement plan or identified in another planning document? Is your agency willing to provide additional local match to help NATS member agencies use their dollars more effectively?)
- **Readiness of the Project** (Has your agency considered possible issues and contingencies surrounding the project and its timeline for completion?)

We are looking for committee approval of this methodology at the January 26 NATS meeting.

Overview

Each of these scoring categories corresponds to the relevant section on the TIP Application.

A “*” next to an item indicates that this question is not asked on the application, but SWMPC staff will conduct analysis based on the project that is submitted.

A grand total of 50 points are possible.

Section 1: Applicant Information (No points awarded)

This is basic information about the applying agency and as such, no points are awarded.

Section 2: Project Information and Funding Proposal (3 points total possible)

3 points if agency is willing to provide 40% or more of the total construction cost in local match.

2 point if agency is willing to provide 30% or more of the total construction cost in local match.

An 18.15% minimum local match is **required** to proceed.

Section 3: Safety (7 points total possible)

a. Scope of Safety Improvements (up to 5 points possible)

- Design or infrastructure changes (3 points)
- Better Driving Surface (2 points)

b. Addressing High Crash Location (2 points or none) *

Project is in a location with multiple crashes (of any type) in the last three years per Michigan Crash Facts (1 point) AND safety measures address the causes of these crashes (1 point).

Section 4: Accommodation of multiple users (3 points possible total)

a. Ped/Bike Facility (1 points possible)

1 point if project provides facility for pedestrians and/or bicyclists.

b. Connectivity (2 points possible)

2 points if the pedestrian and bicycle elements of the project connect to existing bicycle, pedestrian, or transit facilities or those that can reasonably expect to be completed during 2016-2020. In the NATS area, the connecting facilities can be on either side of the state line.

Section 5: System Preservation (22 points possible total)

a. PASER Rating (12 points possible)

12 points if road's most recent PASER Rating is 3-4

8 points if road's most recent PASER Rating is 5-7

5 points if road's most recent PASER Rating is 1-2

b. Extension of Service Life of Road (10 points possible) per MDOT criteria, but we defer to engineering judgment as well.

10 points if project extends useful life by 15 years or more

6 points if project extends useful life by 10-14 years

4 points if project extends useful life by 5 years or more

2 points if project extends useful life between 2-5 years

Section 6: Strategic Investment (15 points possible)

a. Project Readiness (NOT SCORED; Eligibility Determination)

If project does not require relocation of utilities, purchase of ROW, or railroad crossing permits, or if these items are being addressed in the project schedule, then project may proceed.

In order to be considered eligible for TIP funding, projects that require the above items shall identify the work items in the proposed project schedule.

b. Capital Improvement Plan (2 points possible)

2 points if the project is identified in the agency's approved capital improvement plan.

c. Local Planning Document (1 point possible)

1 point if project is identified in another local planning document such as a master plan or parks and recreation plan.

d. Cross Jurisdictional Coordination (1 points possible)

1 point if project crosses jurisdictional boundaries (i.e. city to township) and is arranged in such a way to be bid as a single project.

e. Coordination with sewer and water projects (NOT SCORED: this will help prioritize the years that project can go)

Prioritization of fiscal year if project is coordinated with planned sewer and/or water improvements in your community.

f. Traffic Count (5 points possible)

5 points if ADT is 10,000 or more vehicles per day.

4 points if ADT is 5,000 or more vehicles per day.

3 points if ADT is between 2,000 and 4,999 vehicles per day

2 points if ADT is less than 2,000 vehicles per day

g. Project Continuity (4 points possible)

4 points if project continues resurfacing, reconstruction or Preventative Maintenance on segment of roadway adjacent to a resurfacing, reconstruction or Preventative Maintenance project done during the 2014-2017 TIP cycle or through Rural Task Force funding. For example: if Elkhart Road from May to the Village limits was resurfaced in 2015, a resurfacing project on Elkhart Road within the Village of Edwardsburg would count as an adjacent segment.

A Grand Total of 50 points are possible in this system.

Project sheets start on following page.



2017-2020 STBG FUNDED
PROJECT

Sycamore Street

Project Name: Sycamore Street

MDOT Job Number: 120692

Project Limits: 13th Street to 17th Street

Project Length: 0.826 miles

City/Village/Township Location: City of Niles

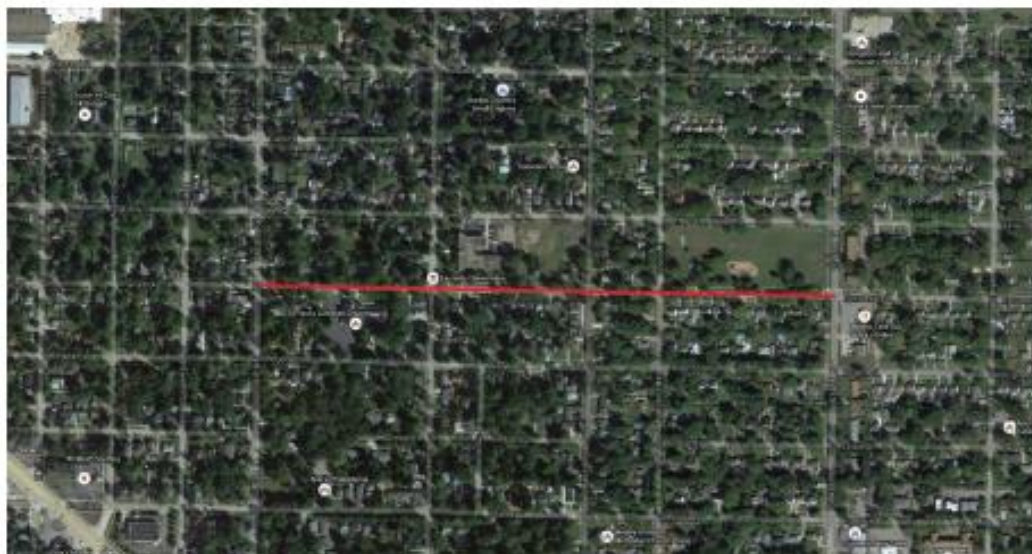
Responsible Agency: City of Niles

Year of NATS Funding Award: 2017

Improvement Type: Resurface

Phase: CON

Work Description: Mill existing pavement 1.5 deep Repave with 165/SYD HMA 5E1. Construct ADA sidewalk ramps.



Federal Cost: \$100,000

Federal Funding Source: STUL

Local Cost: \$36,000

Local Funding Source: City of Niles

Total Cost: \$136,000



Dayton



Orange



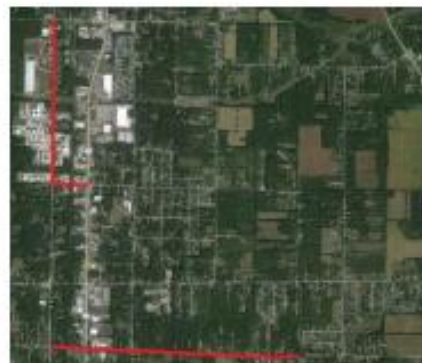
Third



Fulkerson



Ontario



2017-2020 STBG FUNDED PROJECT

Dayton, et al.

Project Name: Dayton, Orange, Third, Fulkerson, and Ontario

MDOT Job Number: 120683

Project Limits: Dayton: US 12 to State Line; Orange: Bertrand to State Line; Third: Bell to Fulkerson; Fulkerson: Third to S11th; Ontario: Third to Cass County

Project Length: 5.50 miles

Location: Bertrand Township

Responsible Agency: Berrien County Road Commission

Year of NATS Funding Award: 2017

Improvement Type: Restore & rehabilitate

Phase: CON

Work Description: Hot Patching and Seal, Single Chip.

Federal Cost: \$69,000

Federal Funding Source: STUL

Local Cost: \$25,000

Local Funding Source: Berrien County Road Commission

Total Cost: \$94,000



Red Bud Trail



Niles Buchanan Road

2017-2020 STBG FUNDED
PROJECT

Red Bud & Niles Buchanan

Project Name: Red Bud Trail and
Niles Buchanan Road

MDOT Job Number: 120684

Project Limits: Red Bud Trail: City of Buchanan to US 12; Niles
Buchanan Road: Niles to Buchanan

Project Length: 4 miles

Location: Buchanan Township

Responsible Agency: Berrien County Road Commission

Year of NATS Funding Award: 2017

Improvement Type: Resurface

Phase: CON

Work Description: Hot Patching and Seal, Single Chip.



Federal Cost: \$69,000

Federal Funding Source: STUL

Local Cost: \$25,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$94,000



2017-2020 STBG FUNDED
PROJECT

Redfield Street

Project Name: Redfield Street

MDOT Job Number: 120691

Project Limits: Brande Creek to Oak Street

Project Length: 1.132 miles

Location: Ontwa Township

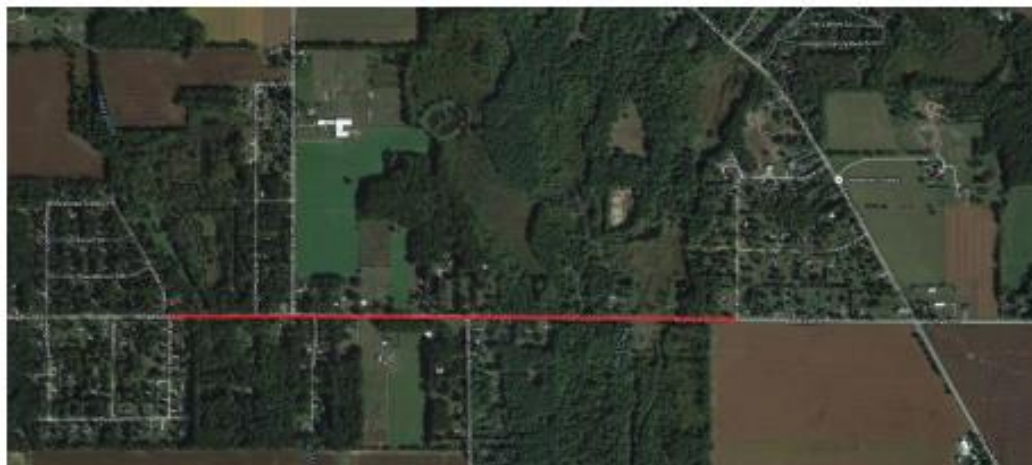
Responsible Agency: Cass County Road Commission

Year of NATS Funding Award: 2017

Improvement Type: Reconstruct

Phase: CON

Work Description: Mill and structural overlay with shoulders, signs, and striping.



Federal Cost: \$276,000

Federal Funding Source: STUL

Local Cost: \$99,000

Local Funding Source: Cass County Road
Commission

Total Cost: \$375,000



2017-2020 STBG FUNDED PROJECT

Mason Street

Project Name: Mason Street
(Advance Construct)

MDOT Job Number: 130776

Project Limits: Cassopolis Road to Calvin Center Road

Project Length: 2.15 miles

Location: Mason Township

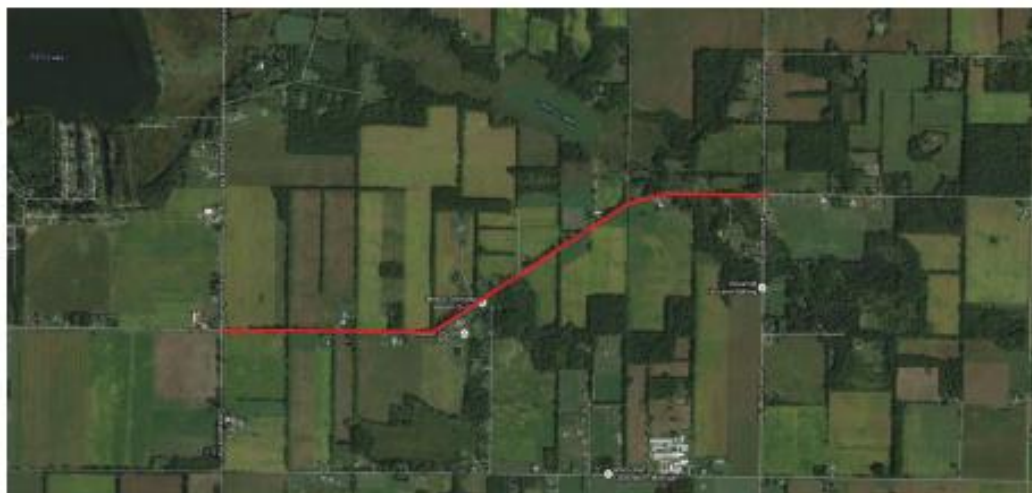
Responsible Agency: Cass County Road Commission

Year of NATS Funding Award: 2018

Improvement Type: Resurface

Phase: CON

Work Description: HMA overlay with shoulders, signage, and pavement markings.



Federal Cost: \$156,000

Federal Funding Source: STUL

Local Cost: \$69,000

Local Funding Source: Cass County Road
Commission

Total Cost: \$225,000



2017-2020 STBG FUNDED PROJECT

17th Street

Project Name: 17th Street

MDOT Job Number: 130866

Project Limits: Broadway to Main

Project Length: 0.57 miles

Location: City of Niles

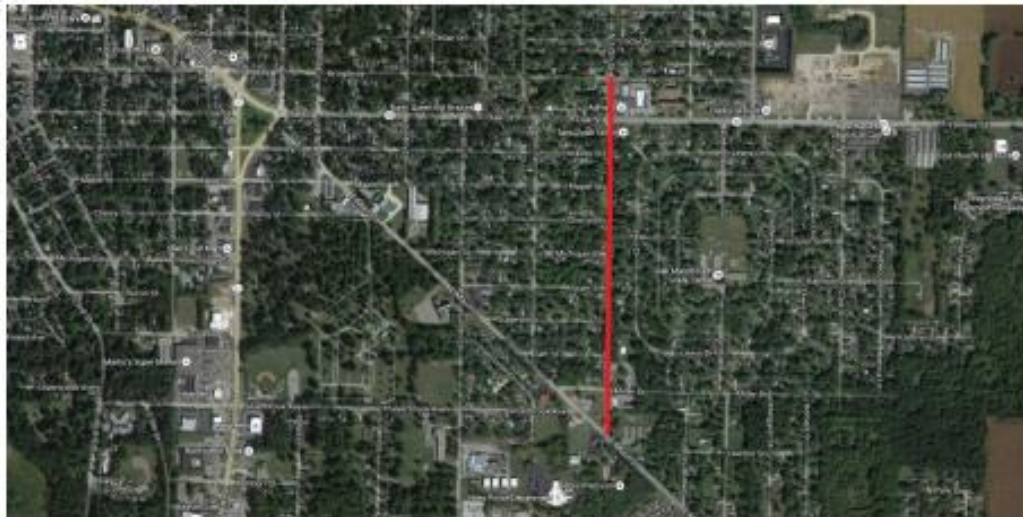
Responsible Agency: City of Niles

Year of NATS Funding Award: 2018

Improvement Type: Resurface

Phase: CON

Work Description: Mill existing pavement 1.5 deep, Repave with 220#/SYD HMA 5E1. Construct ADA sidewalk ramps.



Federal Cost: \$159,000

Federal Funding Source: STUL

Local Cost: \$35,000

Local Funding Source: City of Niles

Total Cost: \$195,000



2017-2020 STBG FUNDED PROJECT

River Road

Project Name: River Road Signal Project **MDOT Job Number:** 130766

Project Limits: River Street and Red Bud Trail Intersection

Project Length: -

City/Village/Township Location: City of Buchanan

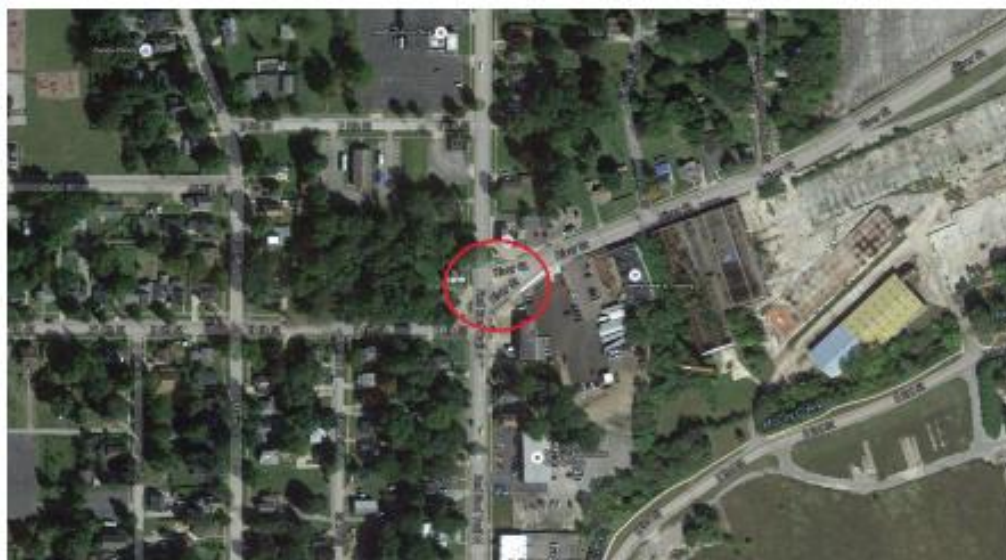
Responsible Agency: City of Buchanan

Year of NATS Funding Award: 2018

Improvement Type: Traffic ops/safety

Phase: CON

Work Description: The following project cost estimate includes complete signalization replacement with actuated signals with LED lights, vehicular video detection equipment, ADA accessible ramps and associated sidewalk and curb and gutter replacement. HMA resurfacing of the intersection 1.5 deep pedestrian push button and signalization.



Federal Cost: \$203,000

Federal Funding Source: STUL

Local Cost: \$51,000

Local Funding Source: City of Buchanan

Total Cost: \$254,000



2017-2020 STBG FUNDED
PROJECT

Bertrand Road

Project Name: Bertrand Road

MDOT Job Number: 130775

Project Limits: Portage Road to Copp Road

Project Length: 1.15 miles

Location: Bertrand Township

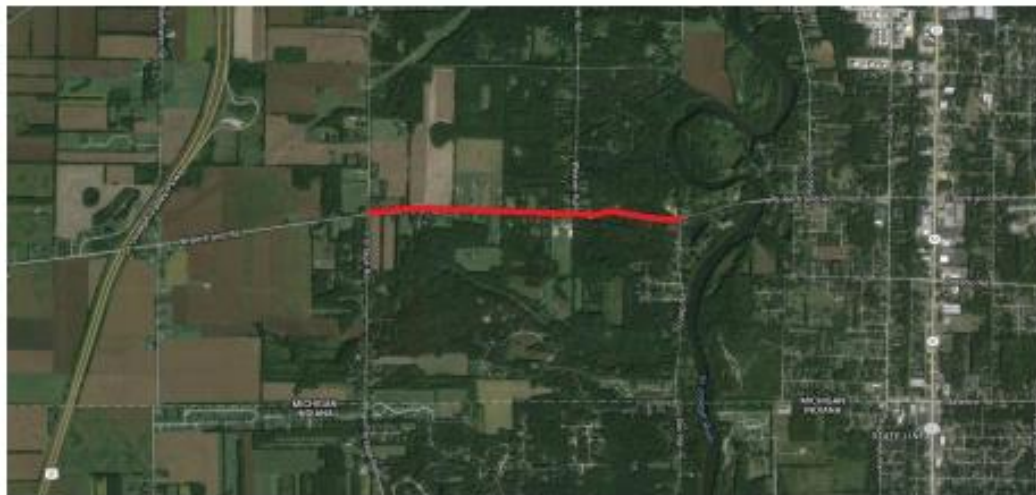
Responsible Agency: Berrien County Road Commission

Year of NATS Funding Award: 2019

Improvement Type: Resurface

Phase: CON

Work Description: 2" HMA overlay with gravel shoulders.



Federal Cost: \$191,000

Federal Funding Source: STUL

Local Cost: \$43,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$234,000



2017-2020 STBG FUNDED
PROJECT

Redfield Street

Project Name: Redfield Street

MDOT Job Number: 130772

Project Limits: Conrad Road to M-62

Project Length: 1.035 miles

Location: Ontwa Township

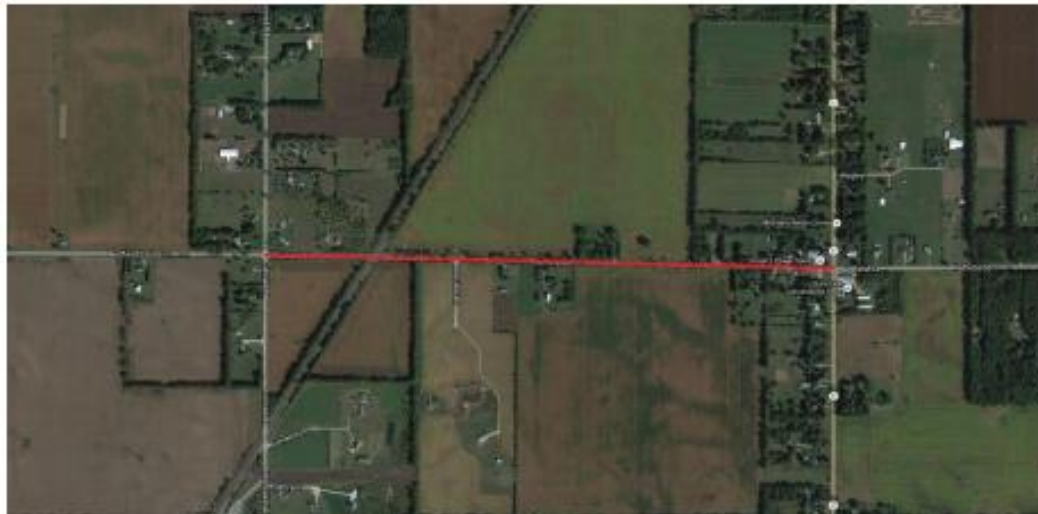
Responsible Agency: Cass County Road Commission

Year of NATS Funding Award: 2019

Improvement Type: Resurface

Phase: CON

Work Description: Mill and replace HMA with shoulders, signage, and pavement markings.



Federal Cost: \$174,000

Federal Funding Source: STUL

Local Cost: \$39,000

Local Funding Source: Cass County Road
Commission

Total Cost: \$213,000



2017-2020 STBG FUNDED PROJECT

North Main

Project Name: North Main Street
(Advance Construct)

MDOT Job Number: 130684

Project Limits: City of Buchanan to 400 feet South of Reed

Project Length: 1.11 miles

Location: Buchanan Township

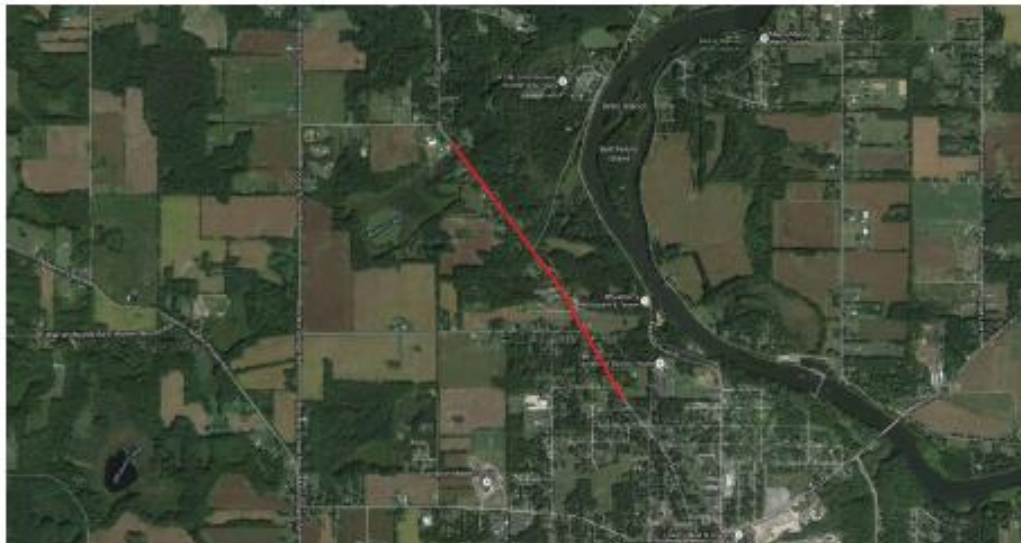
Responsible Agency: Berrien County Road Commission

Year of NATS Funding Award: 2019

Improvement Type: Resurface

Phase: CON

Work Description: 2" HMA overly, guardrail upgrade and gravel shoulders.



Federal Cost: \$153,000

Federal Funding Source: STUL

Local Cost: \$80,000

Local Funding Source: Berrien County Road Commission

Total Cost: \$233,000



2017-2020 STBG FUNDED
PROJECT

Mason Street

Project Name: Mason Street
(Advance Construct Conversion from 2018)*

MDOT Job Number: 130776

Project Limits: Cassopolis Road to Calvin Center Road

Project Length: 2.15 miles

Location: Mason Township

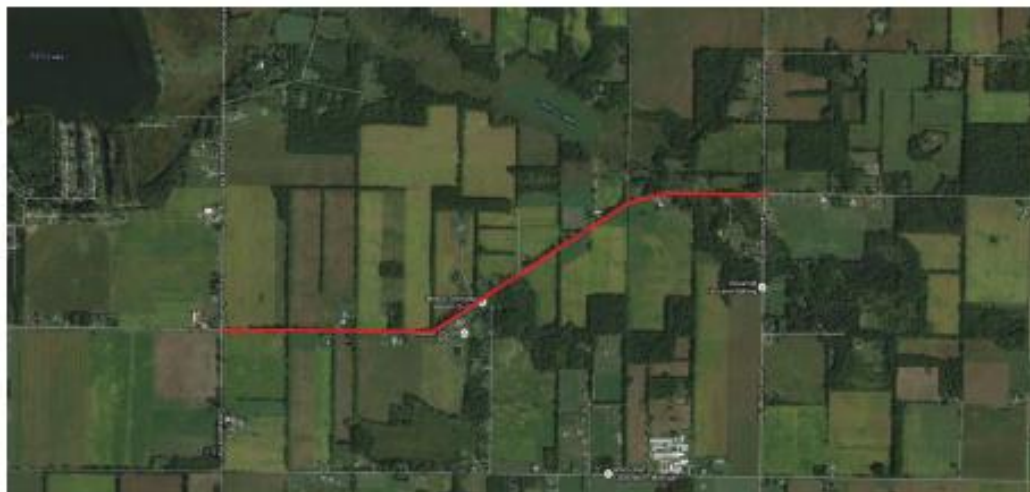
Responsible Agency: Cass County Road Commission

Year of NATS Funding Award: 2020

Improvement Type: Resurface

Phase: CON

Work Description: HMA overlay with shoulders, signage, and pavement markings.



Federal Cost: \$28,000

Federal Funding Source: STUL

Local Cost: \$0

Local Funding Source: -

Total Cost: \$225,000*



2017-2020 STBG FUNDED PROJECT

Third Street

Project Name: Third Street

MDOT Job Number: 130769

Project Limits: US 12 to Fulkerson Road

Project Length: 1.229 miles

Location: Niles Township

Responsible Agency: Berrien County Road Commission

Year of NATS Funding Award: 2020

Improvement Type: Resurface

Phase: CON

Work Description: 2" HMA overlay with gravel shoulders.



Federal Cost: \$232,000

Federal Funding Source: STUL

Local Cost: \$51,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$283,000



2017-2020 STBG FUNDED PROJECT

North Main

Project Name: North Main Street **MDOT Job Number:** 130684
(Advance Construct Conversion from 2019)*

Project Limits: City of Buchanan to 400 feet South of Reed

Project Length: 1.11 miles

Location: Buchanan Township

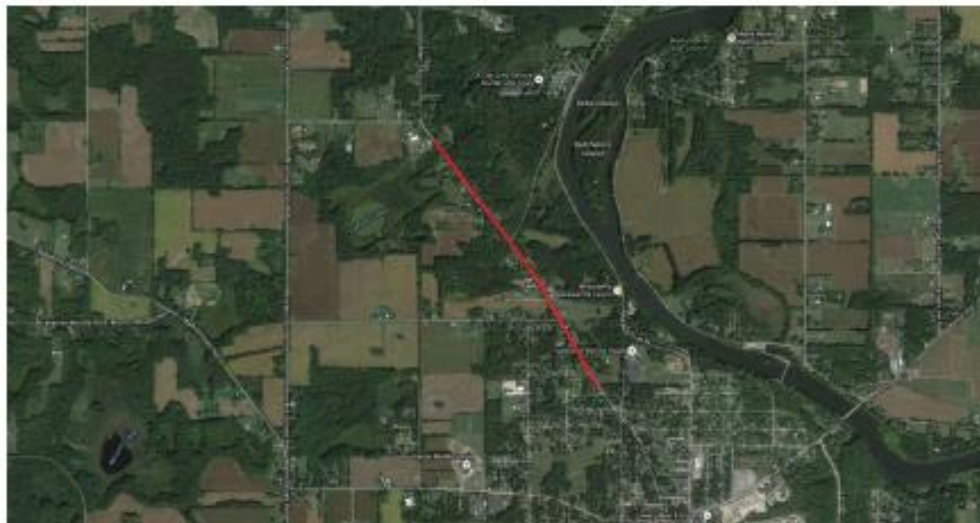
Responsible Agency: Berrien County Road Commission

Year of NATS Funding Award: 2020

Improvement Type: Resurface

Phase: CON

Work Description: 2" HMA overly, guardrail upgrade and gravel shoulders.



Federal Cost: \$38,000

Federal Funding Source: STUL

Local Cost: \$0

Local Funding Source: -

Total Cost: \$233,000*



2017-2020 STBG FUNDED
PROJECT

Lake Street

Project Name: Lake Street

MDOT Job Number: 130763

Project Limits: Airport Road to Huntly Road

Project Length: 1.51 miles

Location: Howard Township

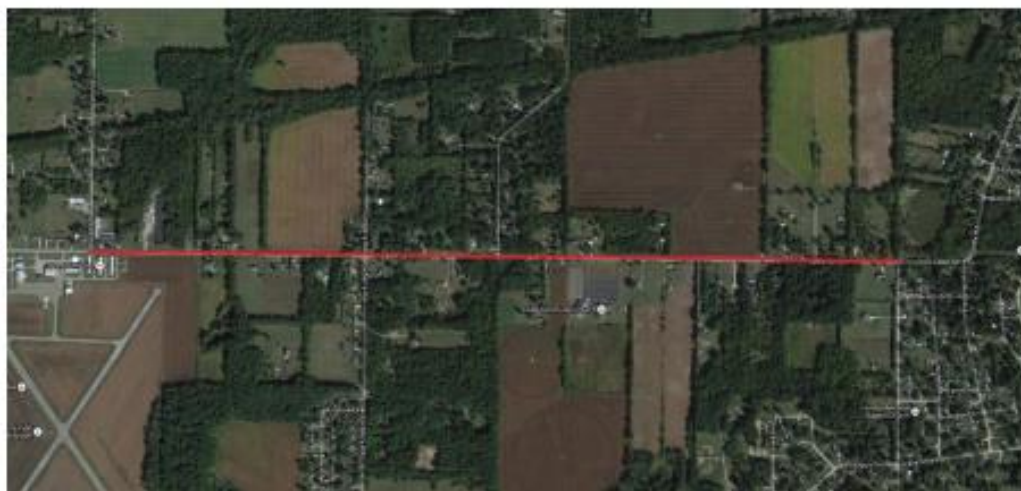
Responsible Agency: Cass County Road Commission

Year of NATS Funding Award: 2020

Improvement Type: Resurface

Phase: CON

Work Description: Mill and replace surface to travel lanes and paved shoulders, signage, and pavement markings.



Federal Cost: \$221,000

Federal Funding Source: STUL

Local Cost: \$49,000

Local Funding Source: Cass County Road
Commission

Total Cost: \$270,000



2017-2020 CMAQ FUNDED
PROJECT

Edwardsburg Non-Motorized Path

Project Name: Edwardsburg Sports Complex-Downtown Non-Motorized Path ("A" Phase)

MDOT Job Number: 127757

Project Limits: from Clair Street westbound to ESC

Project Length: 8.02 miles

Location: Village of Edwardsburg/ Ontwa Township

Responsible Agency: Cass County Road Commission

Year of NATS Funding Award: 2018

Improvement Type: Roadside facility

Phase: CON

Work Description: Construction of a 10 ft Multi-Use Pathway to Connect to Edwardsburg Sports Complex.



Federal Cost: \$148,000

Federal Funding Source: CMAQ

Local Cost: \$37,000

Local Funding Source: Village of Edwardsburg

Total Cost: \$185,000

APPENDIX D: TIP AMENDMENT POLICY

NILES-BUCHANAN-CASS AREA TRANSPORTATION STUDY (NATS)

TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE MODIFICATION & AMENDMENT POLICY

Approved October 27, 2015

Introduction

This document provides guidance that defines the types of revisions to Niles-Buchanan-Cass Area Transportation Study Transportation Improvement Program (TIP). It highlights the differences between minor revisions defined as *administrative modifications* and more significant revisions defined as *amendments*. The guidance outlines steps for modifying the TIP document when such changes occur as well as actions needed by the Southwest Michigan Planning Commission transportation staff, the NATS Policy Committee, the Michigan Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

Regardless of the type of change to the Transportation Improvement Program, all modifications must be consistent with: The financial constraint requirements, which means "A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs"

The current Niles-Buchanan-Cass Area Transportation Study Metropolitan Transportation Plan http://www.swmpc.org/nats_2040.asp

Title VI Nondiscrimination, which means " Title VI of the Civil Rights Act of 1964 (42 U.S.C. 200d), related statutes and regulations provide that no person shall on the ground of race, color, national origin, gender, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal funds. The Heart of Title VI "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The Niles-Buchanan-Cass Area Transportation Study Public Participation Plan procedures for public involvement, which outlines the strategies that the MPO will use to gain public participation <http://www.swmpc.org/participation.asp>

In 2015, NATS began the use of General Program Accounts (GPAs) to group projects together in order to increase the efficiency of TIP amendment submittals and reduce the frequency of amendments. A separate policy governing the use of GPAs has been created. All GPAs are still subject to the provisions of this TIP amendment and administrative modification policy.

Discretion for Administrative Modifications and Amendments

The Niles-Buchanan-Cass Area Transportation Study Transportation staff reserves the right to determine what is considered an administrative modification or an amendment depending on the project details and the consideration of factors of an amendment from the Federal Highway Administration and the Federal Transit Administration.

Amendment and Administrative Modification Decision Table

Each column represents when an Amendment, MPO Administrative Modification, and Federal Review will be done in a variety of categories.

- Administrative Modification=MPO Staff can handle without review by MPO Policy Committee or Federal Review, will notify Committees of change.
- MPO Amendments=Review and recommendation by MPO Technical Advisory Committee followed by Approval of MPO Policy Committee.
- Federal Review=When actions require the review and approval by Federal Highway or Transit Administrations.

If the action is:*	Administrative Modification	MPO Amendment	Federal Review
	Staff Action	Committee Action	
ADDITION			
To add a federally funded project to the current TIP		X	X
To add a project to the Illustrative List		X	
To add a project PHASE to the current TIP		X	X
To add an Illustrative List project to the financially constrained list		X	X
DELETION			
To delete a federally funded or regionally significant project and/or phase from the current TIP		X	X
To delete a project PHASE to the current TIP		X	X
MOVING			
To move a federally funded project to another year to the current TIP		X	No Review Required

To move a federally funded project to another year OUTSIDE the funded TIP, it should be noted in the comments field of the e-file		X	X
To add or move an Illustrative project to the Funded Project List		X	X
SCOPE			
To increase/decrease a project length by ½ mile or more (<i>less than will be an Administrative Modification</i>)		X	X

FUNDING			
To add/delete federal funds to existing TIP project or a regionally significant project		X	X
To add or delete local funds to an existing project in the TIP	X		
Per Local Agency Programs; projects with a cost increase less than or equal to 10% of the TIP programmed amount do not require MPO action as long as financial constraint is maintained and should be reflected in the next TIP E-File	X		
CORRECTIONS			
To correct a misprint or entry error, or project description that does not change cost or scope.	X		

* For a project that is grouped within an MPO approved GPA, any changes to costs that are less than or equal to 10% of the total cost of all projects within the GPA could be made via MPO staff administrative modification.

The following definitions related to Transportation Improvement Program revisions are found in 23 CFR 450.104.

Administrative Modifications - An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

What needs to be done for Administrative Modifications?

- MPO staff makes changes in the appropriate fields of the e-File to reflect the new information. Note an administrative modification is made in the comment field or in the field where the error occurred;
- MPO concurrence, at the time of the next TIP amendment according to agreed upon procedures; and
- Submit all administrative modifications with the next TIP amendment request.

Amendment - means a revision to a TIP, or STIP. An amendment is a revision that requires a 7-day public comment review prior to the MPO meeting that the amendment will be discussed and notification to the public regarding a change to the TIP. It also requires recommendation from the Technical Advisory Committee and approval by the MPO Policy Committee. The amendment will require a redemonstration of fiscal constraint, or conformity determination (for TIPs involving “non-exempt” projects in nonattainment and maintenance areas).

What needs to be done for Amendments?

- Take the proposed amendments, including air quality analysis if needed, out for public review per the NATS Public Participation Plan;
- Make changes to the e-File once the public comment period is complete;
- MPO Policy Committee approval of proposed amendments, and determination of conformity if needed;
- Forward e-File, (updated project listing pages, updated financial constraint tables, and documentation of committee action, and documentation of public participation) to MDOT of the new TIP that includes the changes; and
- MDOT forwards amendment packet to FHWA or FTA for their approval.

NATS General Program Account (GPA) Policy

What are General Program Accounts?

Under federal transportation regulations, MPOs and the State DOT may choose to group projects that are not of a significant enough scale to be listed individually in the State Transportation Improvement Program (STIP). Michigan calls these groupings General Program Accounts (GPAs). Some projects with certain worktypes and some phases can be grouped together as GPAs. However, it is important that the grouping of projects not hinder the public participation process in any way. In Michigan, provision of a project list for all projects grouped under a GPA is required, and should be available to any interested parties.

Federal regulations state that GPAs may only be used under the following circumstances:

1. The total project cost for all phases cannot exceed \$5 million.
2. The project cannot be part of a new roads or capacity expansion project.
3. The project cannot be a congressional earmark project.
4. Each project must also be a categorical exclusion and air quality neutral.
5. Right-of-way activities related to the project are limited to grading permits, mutual benefit permits, and minor takings without relocation.

Reasons for Establishing a Policy

The Michigan Department of Transportation has asked Metropolitan Planning Organizations to explore the use of GPAs within their Transportation Improvement Programs (TIP). GPAs offer a way to reduce the amount of time spent on administering the S/TIP, since certain modifications to individual projects would not have to go through the amendment process unless they significantly change the overall GPA grouping. Instead, changes to projects within a GPA would be counted as administrative modifications for the purposes of Federal Highway Administration, and as such, would not have to go through the formal approval process.

Until now, the NATS MPO has not allowed the use of GPAs in the TIP. SWMPC staff have conducted an analysis of current and past projects in the TIP and amendments submitted during the 2011-2014 and 2014-2017 TIP cycles. The number of locally generated projects and amendments is small, and therefore staff believes that there would be little utility gained from using GPAs for local projects.

However, MPO staff acknowledges that there is particular value for using GPAs for MDOT projects. There are often adjustments to MDOT projects that, individually, meet the threshold of an amendment, but as part of MDOT's overall program, are quite minor. The submittal and processing of TIP amendments incurs costs in terms of legal notices and staff time at the regional, state, and federal level. Staff sees a cost-effectiveness improvement in minimizing the number of amendments that need to go through the full state and federal approval process.

At the same time, it is important to the MPO to preserve its oversight function and opportunities for public participation. Having a GPA policy in place ensures that the inclusion of projects within a GPA and any amendments to them are in line with the NATS TIP and Administrative Modification Policy, as passed by the committees in 2013.

The Policy

The MPO proposes that any highway project generated by a local agency (City, Village, or Road Commission) **be ineligible for inclusion in a GPA**. The reasoning behind this proposal is that the NATS MPO receives very limited Surface Transportation Program (STP) funding, and as such, we have a very small number of projects generated by local agencies each year. In addition, the funds only usually go towards funding construction phases. In order to continue to allow for adequate public participation and MPO review of these locally generated projects, it makes sense to individually list the projects and amend them as needed.

The MPO proposes that use of a GPA only be permissible under the following circumstances:

MDOT Trunkline Bridge Preservation Projects

Staff have found that MDOT trunkline bridge preservation projects tend to be funded late in the fiscal year as MDOT determines that funds available. These projects are preventative maintenance, and a GPA makes sense so that the projects do not get held up in TIP amendment processing. Staff recommends the establishment of a Trunkline Bridge Preservation GPA.

MDOT Trunkline Traffic Operations or Safety Projects

These are usually small projects that are programmed late in the fiscal year to take advantage of bid savings. Many of the projects are extremely small and involve installation of flashers, pavement markings, beacons or signage. The MPO would still have a say in informing the need and location of these types of projects. These work activities include rail projects.

MDOT Trunkline Highway Preservation Projects

Generally, projects under this GPA are low cost trunkline highway capital preventive maintenance activities that are completed in one construction season to extend pavement life and prevent more costly repairs at a later date. Work activities protect the pavement structure, slow the rate of pavement deterioration and/or correct pavement surface deficiencies and include the following:

Flexible & Composite Pavements - CPM

Multiple Course Chip Seal

Cape Seal

Fog Seal

Overband Crack Fill

Ultra-Thin Bituminous Overlay (< 20mm)

Cold Milling & Bituminous Overlay (< 50mm)

Hot In-Place Bituminous Recycling

Single Course Micro-Surfacing

Multiple Course Micro-Surfacing

Paver Placed Surface Seal

Single Course Chip Seal

Slurry Seal

Skip Patching

Bituminous Overlay (< 40mm)

Profile Milling

Bituminous Shoulder Work

Shoulder Slurry Seal

Shoulder Chip Seal

Bituminous Crack Treatment

Concrete Pavements - CPM

Diamond Grinding

Partial Depth Concrete Pavement Repair

Concrete Crack Sealing

Concrete Joint & Surface Spall Repair

Dowel Bar Retrofit

Concrete Pavement Restoration

New Treatment Technology - Concrete Pavements

Full Depth Concrete Pavement Repair

Underdrain Outlet Repair & Cleaning

Concrete Joints Reseal

Per MDOT and FHWA Policy, a project list will be attached to each GPA. That list will be made available through SWMPC and will be continually updated by MDOT. All GPA modifications must adhere to the NATS Amendment and Administrative Modification Policy in regards to its classification as an amendment or administrative modification. A GPA cannot be added until a project that fits within that GPA category is proposed for inclusion in the fiscally-constrained portion of the TIP.

There is still value in establishing local Transit GPAs to assist transit agencies in their planning. SWMPC has found that transit agencies struggle to estimate their funding allocations for future years, and these allocations often change throughout a given year. Establishing GPAs for transit would allow agencies to plan a desired program of projects and make minor changes to them more easily. At this time, however, there is still uncertainty about how transit GPAs would interface with the constrained portion of the TIP. Therefore, no transit GPAs are currently included in the policy. Transit GPAs will be added to the Policy at a later date.

APPENDIX E: PUBLIC NOTICES



Come shape the future of transportation in Southwest Michigan! Help your local officials decide how to spend YOUR federal and tax dollars!



In accordance with FAST Act procedures, the NATS MPO will be making decisions on how to spend \$518,608 per year in federal funds on projects to improve the transportation network from 2017-2020. Your NATS representatives need to know what transportation projects you think should be priorities!

A subcommittee will be meeting on Thursday February 18th at 2:00 PM at **Niles City Hall, 333 N Second St, Niles, MI 49120** to review projects submitted and recommend projects for funding to the full NATS Committees. The public is welcome to participate.



Then, the full NATS Committees will meet on Tuesday, February 23rd to vote on the subcommittee's recommendations. We strongly encourage public feedback at these meetings.

Technical Advisory Committee meets at 1:00 PM and Policy Committee meets at 2:30 PM.

Niles Fire Station
1345 E Main St
Niles, MI 49120

Comments and questions can be sent to Gautam Mani at manig@swmpc.org or by calling (269) 925-1137 x1524.

**Members of the Public
are Encouraged to Attend and Participate!**

Keep connected to SWMPC programs • Like us @





Southwest Michigan Planning Commission
(269) 925-1137 • www.swmpc.org

376 W. Main St., Ste. 130 • Benton Harbor, MI 49022-3651

Planning that is Credible, Credentialed and Connected...

Southwest Michigan Planning Commission (SWMPC) is the state-recognized provider of regional planning services for Berrien, Cass, and Van Buren Counties. The SWMPC is the Metropolitan transportation Planning Organization (MPO) for the region's two urban areas. The SWMPC is also the federally designated Economic Development District for the U.S. Department of Commerce – Economic Development Administration.

In accordance with the FAST Act, the Southwest Michigan Planning Commission (SWMPC) will be voting on approval of the Niles and Buchanan Area four-year Transportation Improvement Program (TIP) for FY 2017-2020. **The TIP includes all federal funded transportation projects occurring from October 1, 2016 through September 30, 2020.** The public is encouraged to make comments to the current draft of the TIP. Comments or questions can be sent to Kim Gallagher at gallagherk@swmpc.org or by calling (269) 925-1137 x1518. A draft copy of the TIP will be posted to: <http://www.swmpc.org/nats1720tip.asp> by June 23rd.

Additionally the public is invited to attend an open house meeting where the TIP will be discussed and comments taken. Representatives from the SWMPC will be on hand to discuss the TIP and note your comments. The details for the meeting are found below.

WHEN:

Thursday, June 30th
5:30 pm—7:00 pm

WHERE

Niles Fire Department & City Council Chambers
1345 E. Main Street, Niles, MI 49120

The public participation process described above is used to satisfy the public participation process for the Program of Projects (POP), as prescribed in accordance with Chapter 53 of Title 49, United States Code (FTA requirements), and the metropolitan and statewide planning regulations under the FAST act for the following public transit agencies: Niles Dial A Ride.

**Members of the Public
are Encouraged to Attend and Participate!**

Keep connected to SWMPC programs • Like us @ 

APPENDIX F: CONSULTATION COMMENTS RECEIVED

No Consultation Comments Received

APPENDIX G: PUBIC COMMENTS RECEIVED

No public comments have been received to date.

APPENDIX H: NATS COMMITTEE MEMBERS

NATS Policy Committee

The purpose of the Technical Advisory Committee shall be to provide technical advice to the Policy Committee. The purpose of the Policy Committee shall be to provide policy level guidance, direction and necessary approvals to all aspects of the continuing, comprehensive and cooperative transportation planning process carried out by the lead planning organization responsible for coordinating the transportation planning process in the Niles-Buchanan Urban Area as it relates to NATS. Deliberations, findings and approvals of the Policy Committee shall be made after due consideration of the recommendations of the NATS Technical Advisory Committee. **Ex-officio means nonvoting member. ** Consultant *** Alternate*

Policy Committee Members

Officers

Chair: Richard Cooper, Niles Township

Vice-Chair: Serita Mason, City of Niles

Local Jurisdictions

City of Niles: Serita Mason

City of Buchanan: Don Ryman

Village of Edwardsburg: Pat Bellaire

Bertrand Township: Steve Hicks

Buchanan Township: Vacant

Howard Township: Craig Bradfield

Ontwa Township: Dawn Bolock

Mason Township: Bob Sutton

Milton Township: Kelly Sweeney

Niles Township: Richard Cooper

Counties

Berrien County Planning Commission: Evan Smith

Cass County Planning Commission: Barb Cook

Berrien County Road Commission: Brian Berndt

Cass county Road Commission: Pete Fournier

Public Transit

Buchanan Dial A Ride: Kim O'Haver

Niles Dial A Ride: Kelly Getman-Dissette

Agencies

FHWA: Andrea Dewey

FTA: Stewart McKenzie

MDEQ Air Quality Div: Vacant

MDOT Planning: John Lanum/Jim Sturdevant

MDOT Travel Analysis: Jon Roberts

MDOT Passenger Division: Fred Featherly

SW MDOT REGION: Jason Latham

MDOT Coloma: Jonathan Smith

SWMPC: John Egelhaaf*

Southwest MI Econ Growth Alliance: Joe Sobieralski

Four Flags Area Chamber of Commerce: Jan Personette

Four Flags Council on Tourism: Melinda Michael

Michiana Area Council of Governments: Vacant

Michigan WORKS!/Kinexus: Vacant

Tribal

Pokagon Band of Potawatomi Indians: Vacant

Technical Advisory Committee Members

Officers

Chair: Joseph Bellina, Cass County Road Commission

Vice-Chair: Joe Ray, City of Niles-Public Works

Local Jurisdictions

City of Niles: Joe Ray

City of Buchanan: Don Ryman

Village of Edwardsburg: Pat Bellaire

Bertrand Township: Steve Hicks

Buchanan Township: Vacant

Howard Township: Craig Bradfield

Ontwa Township: Dawn Bolock

Mason Township: Bob Sutton

Milton Township: Kelly Sweeney

Niles Township: Richard Cooper

Counties

Berrien County Planning Commission: Evan Smith

Cass County Planning Commission: Barb Cook

Berrien County Road Commission: Brian Berndt

Cass county Road Commission: Joe Bellina

Public Transit

Buchanan Dial A Ride: Kim O'Haver

Niles Dial A Ride: Kelly Getman-Dissette

Agencies

FHWA: Andrea Dewey

FTA: Stewart McKenzie

MDEQ Air Quality Div: Vacant

MDOT Planning: John Lanum/Jim Sturdevant

MDOT Travel Analysis: Jon Roberts

MDOT Passenger Division: Fred Featherly

SW MDOT REGION: Darrell Harden/Jason Latham**

MDOT Coloma: Jonathan Smith

SWMPC: John Egelhaaf*

Southwest MI Econ Growth Alliance: Joe Sobieralski

Four Flags Area Chamber of Commerce: Jan Personette

Four Flags Council on Tourism: Melinda Michael

Michiana Area Council of Governments: Vacant

Michigan WORKS!/Kinexus: Vacant

Tribal

Pokagon Band of Potawatomi Indians: Vacant

Project Selection Committee

City of Niles: Joe Ray

City of Buchanan: Debra Patzer

Berrien County Road Commission (Commissioner): Jess Minks

Bertrand Township: Steve Hicks

Buchanan Township: Melinda Cole-Crocker

Berrien County Road Commission (County Highway Engineer): Brian Berndt

Cass County Road Commission (Engineer): Joe Bellina

APPENDIX I: FINANCIAL AND OPERATIONS AND MAINTENANCE ASSUMPTIONS

Funding Growth Rates

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

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

Although the FAST Act has increased funding stability over the next five fiscal years, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2017 and FY 2020.

Year of Expenditure (YOE) Rates

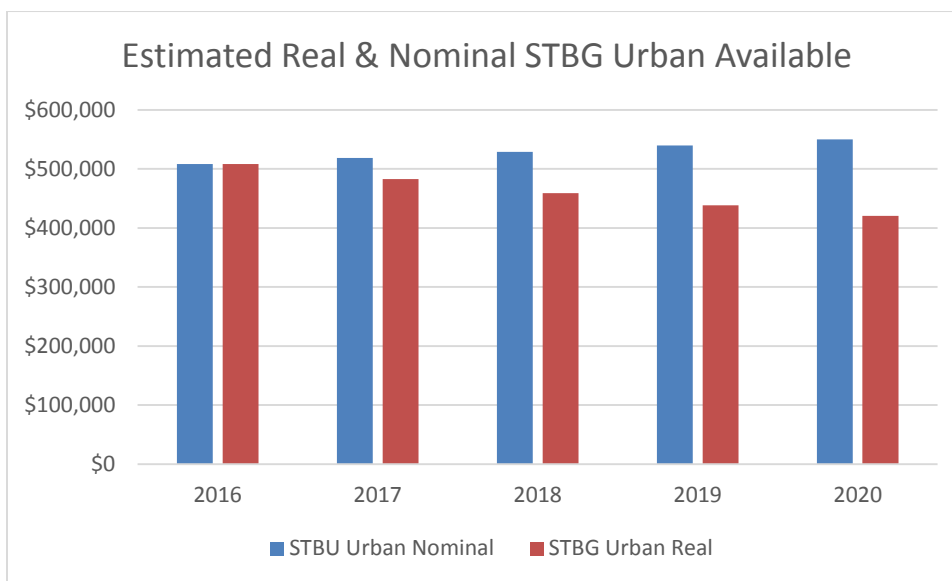
These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate means that less work can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

Based on past experience, MDOT, in cooperation with MTPA, will use the following YOE factors:

1. 2016, base year;
2. 2017, five percent above 2016;
3. 2018, five percent above 2017;
4. 2019, 4.5 percent above 2018; and
5. 2020, four percent above 2019.

Figure 2 is an example that illustrates the difference between what we will officially receive in STPBG Urban funding over the life of the FAST Act (i.e., nominal funding), and what that funding will be worth relative to the purchasing power of the base year (i.e., real funding).

Figure 2. Estimated Real & Nominal STBG Urban Available



FY	STP Urban Nominal	STP Urban Real
2016	\$508,439	\$508,439
2017	\$518,608	\$483,017
2018	\$528,980	\$458,866
2019	\$539,560	\$438,217
2020	\$550,351	\$420,689

Estimate of Operations and Maintenance (O and M) Costs on the Federal-Aid Highway System

Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O and M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O and M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

The O and M estimate was derived in the following manner:

1. MDOT's estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$533.5 million annually.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction $\$533.5 \text{ million} / \text{Total State Trunkline Lane Miles}$ to determine a per-lane-mile cost.
3. Approximately 1.9 percent of the lane miles in the state trunkline system are located in Southwest Michigan.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$10.2 million annually in Southwest Michigan on these activities.
5. The per-lane-mile cost will also be applied to locally-owned roads on the federal-aid highway system.
6. The sum of costs from Steps 4 and 5 will constitute the required O and M estimate.
7. This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the *cost* of O and M, not a particular funding *source*.

APPENDIX J: AIR QUALITY CORRESPONDENCE

Nitrogen Dioxide (NO₂)

Michigan is in attainment for Nitrogen Dioxide

Carbon Monoxide (CO)

Michigan is in attainment for CO. An area consisting of part of Wayne, Oakland and Macomb Counties is in attainment/maintenance.

Particulate Matter less than 10 Microns (PM₁₀)

Michigan is in attainment of the PM₁₀ standard.

Lead (Pb)

Michigan is in attainment for lead except for a small area of less than 1 square mile in Ionia County in Belding.

Sulfur Dioxide (SO₂)

Michigan is currently in attainment for SO₂, but will have an area in Wayne County designated nonattainment sometime this year. It is not likely that there will be a regional transportation conformity requirement for this pollutant.

How does the Ozone monitoring data look so far for this season?

DEQ reported that the monitoring data so far could show violations in Allegan County, part of Detroit and Muskegon for Ozone. However, with designations not coming again until sometime around 2014, Michigan would not have to engage in the inventory and rate of progress plan process unless such designations are published for the new 2008 (.075) ozone standards or the revised standards that are coming in 2013-2014.

There will be an area of Detroit designated nonattainment for Sulfur Dioxide sometime this year, but transportation conformity should not be required as part of the regulatory actions for attaining the SO₂ standard.

How will DEQ proceed in the event of a new nonattainment area?

The process of creating an emissions inventory and using interagency consultation to develop an attainment plan will be the same as previously followed from the Michigan SIP. Regarding transportation conformity, the Conformity SIP will still be a valid guideline for creating baselines and inventories for the purposes of any new transportation conformity requirements that occur.

Interagency Workgroup Activity

Review of projects for air quality analysis should continue for the next year, or until nonattainment designations are made. If the .08ppb standard is revoked on 7/20/13 and no new nonattainment areas are named under the new .075 standard, Ozone conformity requirements will cease until such time as Michigan has a designated nonattainment area for Ozone under the new standard.

MDOT Update on MOVES implementation

MDOT updated DEQ on the MOVES 2010b model implementation and invited staff to visit MDOT to learn how to use and set up the model. DEQ is interested in learning how the model was packaged and pushed by DIT to MDOT machines so that they can look at a similar way to load the model at DEQ. MDOT announced that there should be a refresher training to reacquaint staff with the use of MOVES in August, along with the distribution of revised vehicle population data that is the most up to date available. MDOT also described a change to the air quality chapters in the TIPS. These will be replaced by a universal air quality document which details methods of calculating and reporting conformity. Technical documentation will be electronic for all future conformity demonstrations.

MOVES uses for climate change activities were discussed, and a brief mention of the next version of MOVES (MOVES2013) which should handle climate change issues. There will be more database records needed for that and it will involve a change to MDOT's master spreadsheet files in order to accommodate the revisions. The off road modules are not working yet, so in the meantime, DEQ will continue to use the NMIM modeling for off road emissions. Consultations and continued discussions on this will be needed in order to be sure that procedures are established to validate the information obtained and to make the proper transition to the use of the MOVES model for off road emissions.

CMAQ issues

Because it is not known what the transportation reauthorization funding bill will contain for CMAQ language, and whether or not the core provisions of the program will change, a discussion of what if's occurred and MDOT shared a handout with DEQ describing the known impacts to date on the program.

Other issues from DEQ

LADCO, regional emissions inventories will be due in December. These will need to be created with MOVES for every Michigan County which will require transportation model information and MOVES data bases for each county in Michigan. DEQ will be forwarding information about the inventory call to staff for action.

Continued Dialogue Needed

MDOT and DEQ discussed meeting quarterly or perhaps more often to discuss upcoming issues and to keep in touch with events and air quality needs. Staff from both departments will also be attending meetings to assure that partners have access to updates and information related to transportation and air quality. DEQ will also play a role in information on point and area pollution needs as well as stationary source emissions issues that are relevant to the attainment of the NAAQS.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

DEC 09 2011

REPLY TO THE ATTENTION OF:

The Honorable Rick Snyder
Governor of Michigan
P.O. Box 30013
Lansing, Michigan 48909

Dear Governor Snyder:

This letter is to notify you of the U.S. Environmental Protection Agency's preliminary response to Michigan's air quality designation recommendations for the revised 2008 ozone National Ambient Air Quality Standards (NAAQS).

On March 12, 2008, EPA revised its NAAQS for ground-level ozone to provide increased protection of public health and the environment. EPA lowered the primary 8-hour ozone standard from 0.08 parts per million (ppm) to 0.075 ppm to protect against health effects associated with ozone exposure, including a range of serious respiratory illnesses and increased premature death from heart or lung disease. EPA revised the secondary 8-hour ozone standard, making it identical to the primary standard, to protect against adverse welfare effects, including impacts on sensitive vegetation and forested ecosystems.

History shows us that better health and cleaner air go hand-in-hand with economic growth. Working closely with the states and tribes, EPA is implementing the standards using a common sense approach that improves air quality and minimizes the burden on state and local governments. As part of this routine process, EPA is working with the states to identify areas in the country that meet the standards and those that need to take steps to reduce ozone pollution. Within one year after a new or revised air quality standard is established, the Clean Air Act requires the Governor of each state to submit to EPA a list of all areas in the state, with recommendations for whether each area meets the standard. As a first step in implementing the 2008 ozone standards, EPA asked states to submit their designation recommendations, including appropriate area boundaries, by March 12, 2009. In September 2009, EPA announced it was reconsidering the 2008 ozone standards. EPA later took steps to delay the designation process for the 2008 ozone standards pending outcome of the reconsideration. In September 2011, the Office of Management and Budget returned to EPA the draft final rule addressing the reconsideration of the 2008 ozone standards. On September 22, 2011, EPA restarted the implementation effort by issuing a memorandum to clarify for state and local agencies the status of the 2008 ozone standards and to outline plans for moving forward to implement them. EPA indicated that it would proceed with initial area designations for the 2008 standards, and planned to use the recommendations states made in 2009 as updated by the most current, certified air quality data from 2008-2010. While EPA did not request that states submit updated designation recommendations, EPA provided the opportunity for states to do so.

After considering Michigan's March 12, 2009 ozone designation recommendations and other relevant technical information, including 2008-2010 air quality data, EPA intends to designate the entire state of Michigan as unclassifiable/attainment for the 2008 ozone NAAQS.

EPA is committed to working with the states and tribes to share the responsibility of reducing ozone air pollution. Current and upcoming federal standards and safeguards, including pollution reduction rules for power plants, vehicles and fuels, will assure steady progress to reduce ozone-forming pollution and will protect public health in communities across the country. We look forward to a continued dialogue with you and your staff as we work together to implement the 2008 ozone standards. Should you have any questions, please do not hesitate to contact me at 312-886-3000, or Cheryl L. Newton, Director, Air and Radiation Division, at 312-353-6730.

Sincerely,



Susan Hedman,
Regional Administrator

cc: Dan Wyant, Director, and G. Vinson Hellwig, Chief
Michigan Department of Environmental Quality



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

APR 30 2012

THE ADMINISTRATOR

The Honorable Rick Snyder
Governor of Michigan
P.O. Box 30013
Lansing, Michigan 00004-8909

Dear Governor Snyder:

The U.S. Environmental Protection Agency today is taking the next step to address ozone air quality by issuing final area designations for the 2008 National Ambient Air Quality Standards for ozone. This action, required under the Clean Air Act, lets communities know if their outdoor air is meeting the national standards for ground-level ozone and which areas are violating, or contributing to violations of, the national standards.

The EPA strengthened the ozone standards on March 12, 2008, to increase protection of public health and the environment. Breathing air containing high levels of ozone, a key ingredient in smog, can reduce lung function, trigger respiratory symptoms, and worsen asthma or other respiratory conditions. Ozone exposure also can contribute to premature death, especially in people with heart and lung disease. The new standards, which also protect against damage to sensitive vegetation and forested ecosystems, are a key part of the EPA's commitment to a clean, healthy environment. As we have done for more than 40 years, the EPA will work with you to improve air quality and continue to protect the health of our citizens.

As part of the designations process, the EPA worked closely with states, tribes and local governments to identify areas in the nation that meet the standards and those that need to take steps to reduce ozone pollution. After reviewing the most recent certified ozone air quality data for your state and evaluating factors to assess contribution to nearby levels of ozone, I am pleased to inform you that no areas in Michigan violate the 2008 standards or contribute to a violation of the ozone standards in a nearby area. As a result, the EPA is designating all of Michigan "unclassifiable/attainment." I appreciate the information that Michigan shared with the EPA throughout this process to assess ozone air quality.

History shows that cleaner air, better health and economic growth go hand-in-hand. For areas designated "unclassifiable/attainment," the challenge is to maintain clean air. Working closely with the states and tribes, the EPA is implementing the 2008 ozone standards using a common sense approach that protects air quality, maximizes flexibility and minimizes burden on state, tribal and local governments.

I recognize that the EPA shares the responsibility with the states and tribes for managing ozone air pollution. I also recognize that air pollution crossing state boundaries can contribute to downwind violations of the standards. Current and upcoming federal standards and safeguards, including pollution reduction rules for power plants, industrial facilities, vehicles and fuels, will ensure steady progress to reduce smog-forming pollution and will protect public health in communities across America.

The EPA will be assisting state, tribal and local air agencies by identifying currently available emission reduction measures as well as relevant information concerning their efficiency and cost-effectiveness. State, local and tribal agencies will be able to use this information in developing emission reduction strategies, plans and programs to attain and maintain cleaner air.

I look forward to continuing to work with you and your staff as we strive to advance our shared goal of clean air. Additional technical information on the ozone designations can be found at www.epa.gov/ozone/designations. If you have questions, please contact me, or your staff may call Sarah Hospodor-Pallone, Deputy Associate Administrator for Intergovernmental Relations, at 202-564-7178,

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa P. Jackson', with a stylized, flowing script.

Lisa P. Jackson



Michigan Division

January 14, 2013

315 W. Allegan Street, Room 201
Lansing, MI 48933
517-377-1844 (office)
517-377-1804 (fax)
Michigan.FHWA@dot.gov

In Reply Refer To:
HDA-MI

Mr. Dave Wresinski, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Mr. Wresinski:

This letter is in response to your letter to our office dated November 7, 2012. In the letter, you had four specific statements relating to both air quality and metropolitan transportation plan schedules. Below are your statements in italics with our comments following. These questions were answered with advisement from air quality staff in our headquarters.

The May 21, 2012 Federal register notice (77 FR 30160) pertains to revocation of the 1997 ozone standard. Note that the notice did not address other pollutants (eg, PM-2.5 or CO) or change their associated regulations.

1. *MPOs that have LRTP updates due in 2013 that were previously classified non-attainment are exempt from demonstrating conformity if updated plans are due or approved after the July 20, 2013 date.*

Correct. After July 20, 2013, areas that are in attainment for the 2008 ozone standard will not have to demonstrate transportation conformity for ozone. It is important to note that MPOs that are nonattainment or maintenance for other air quality standards will need to demonstrate conformity for those pollutants.

2. *MPOs now have the option of updating their LRP's on a five-year cycle versus a four-year cycle as a result of attainment designation for ozone.*

Not yet. The May 21, 2012 Federal Register notice, as cited above, revoked the 1997 ozone standard for transportation conformity purposes only. It did not completely revoke the standard; therefore an area's nonattainment or maintenance status for the 1997 ozone standard has not changed. Per the planning regulations found in 23 CFR 450.322(c), plans need to be updated at least every four years for nonattainment and maintenance areas. Therefore, until the 1997 ozone standard is revoked completely, MPOs that are nonattainment or maintenance for the 1997 standard will need to update their long range plans at least every four years.

We have also spoken with the Environmental Protection Agency (EPA) staff to determine progress towards complete revocation of the 1997 ozone standard. We do not have a date of when this may occur but will keep you informed as we learn of progress. It is important to note that MPOs that are nonattainment or maintenance for other air quality standards will continue the four year transportation plan update cycle when the 1997 ozone standard is completely revoked.

3. *MPO LRTP update schedules are based on the date the last LRTP conformity finding was approved by FHWA and the Federal Transit Administration for non-attainment areas and the date the MPO Executive Committee approves LRTP updates in attainment areas.*

Correct. Per 23 CFR 450.322 (a), the effective date of metropolitan plans in non-attainment and maintenance areas is "...the date of a conformity determination issued by FHWA and FTA...", and "...its date of adoption by the MPO..." for attainment areas.

As mentioned previously, when EPA completely revokes the 1997 ozone standard and an area is no longer in non-attainment or maintenance, the five-year plan update cycle will apply and is based on the MPO approval date.

4. *MPOs are required to develop and update LRTPs with at least a 20-year planning horizon, as stated in 23 CFR 450.322, and maintain a 20-year horizon during the life of the plan.*

Correct. Per 23 CFR 450.322 (a), the 20-year horizon is as of the "effective date" of the Plan (as described in Question 3 above). However, MPO's are encouraged to select a horizon year which would maintain at least a 20-year horizon until the next plan update is completed.

We have previously met with MDOT Planning staff to address these issues and assist in outlining a schedule for development of long-range plans for each MPO. I will set-up an additional meeting on this topic, to be sure both MDOT and FHWA have the same understanding of the issues and that your questions have been answered.

Please feel free to contact me at (517) 702-1827 or Andy.Pickard@dot.gov if you should need further assistance.

Sincerely,



Andy Pickard PE, AICP
Transportation Planning Team Leader

For: Russell L. Jorgenson, P.E.
Division Administrator