

Fiscal Year 2017-2020

Transportation Improvement Program

For Twin Cities Area Transportation Study



Prepared by the
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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
TwinCATS.....	Twin Cities 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
TCATA.....	Twin Cities Area Transportation Authority
TIP.....	Transportation Improvement Program
USDOT.....	United States Department of Transportation
U.S. EPA.....	United States Environmental Protection Agency

INTRODUCTION

OVERVIEW OF TWINCATS

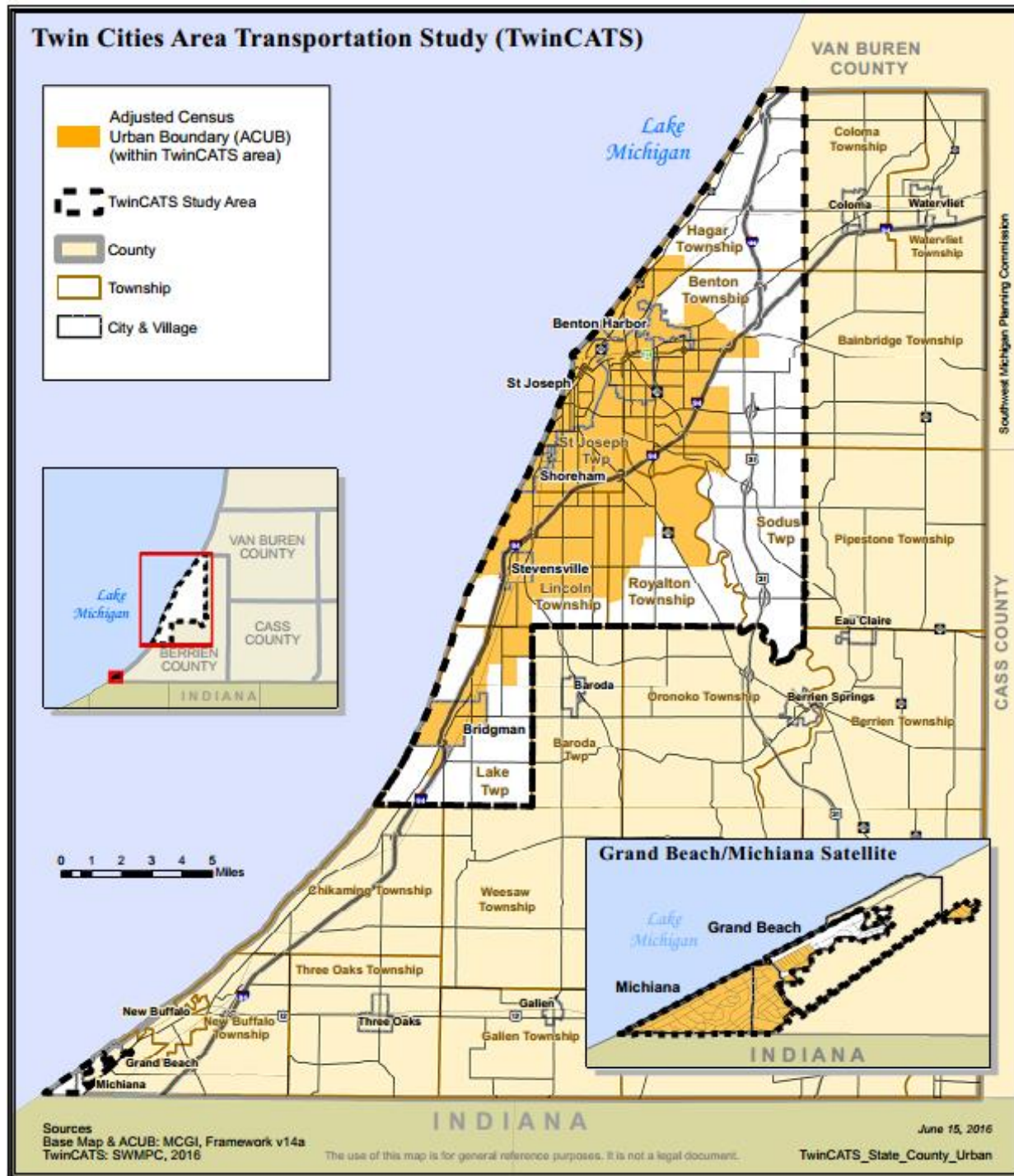
The Twin Cities Area Transportation Study (TwinCATS) is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Benton Harbor-St Joseph urbanized area, based on the area having a population above 50,000. As an MPO, the TwinCATS receives federal funds for projects to improve the road network and the public transit system. The MPO decision-making body is made up of officials from each of the 14 jurisdictions, as well as representatives from Berrien County and the Berrien County Road Commission.

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

- City of Benton Harbor
- City of Bridgman
- City of St. Joseph
- Village of Grand Beach*
- Village of Michiana*
- Village of Shoreham
- Village of Stevensville
- Benton Charter Township
- Hagar Township
- Lake Charter Township
- Lincoln Charter Township
- Royalton Township
- St. Joseph Charter Township
- Sodus Township.

*The Villages of Grand Beach and Michiana were added to the TwinCATS MPO after consultation with partners in Indiana. Because the MPO boundary is not contiguous, this area is called the TwinCATS satellite. These villages have been designated by the U.S. Census as being a part of the Northern Indiana Regional Planning Commission (NIRPC) urbanized area and therefore needing transportation planning. However, because this portion of the NIRPC urbanized area is located in Michigan, the SWMPC and NIRPC entered into an agreement that SWMPC would provide transportation planning services to the Grand Beach/Michiana area. To make a decision whether to put this area in with the TwinCATS urbanized area or the Niles-Buchanan-Cass-Area Transportation Study (NATS), the characteristics of both urbanized areas were reviewed. It was decided that the Grand Beach/Michiana area would be a satellite of TwinCATS, not NATS, because of the area's location along the Lake Michigan coast, a criterion which characterizes many TwinCATS communities. A map of the TwinCATS area can be found on the next page.

Map 1. TwinCATS Planning Area



The members of the TwinCATS 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 TwinCATS 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 TwinCATS 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 TwinCATS MPO. SWMPC is the recipient of federal funds used for planning purposes for TwinCATS. SWMPC uses these funds to provide staff services to the TwinCATS 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 TwinCATS Technical Advisory Committee (TAC) advises the Policy committee on engineering, planning and other technical issues related to transportation. The TwinCATS TAC Committee is made up of officials from the jurisdictions within the Benton Harbor-St. Joseph urbanized area.

The TwinCATS Policy Committee has the ultimate authority on the use of funds allocated to the MPO, and on approving all TwinCATS planning documents or new initiatives. The Policy Committee is made up of elected officials and municipal managers from each of the 14 jurisdictions within TwinCATS, plus representatives from Berrien County, the Berrien County Road Commission, and the Michigan Department of Transportation.

The Long Range Transportation Plan (LRP) for TwinCATS, updated every five years, outlines a broad vision for transportation in the area over a 20- to 30-year period. The current TwinCATS Long Range Transportation Plan covers the time period 2013 to 2040, and TwinCATS 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 the TwinCATS. The 2013-2040 Long Range Transportation Plan is available at:

<http://www.swmpc.org/twincats2040.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 TwinCATS members should look to the UWP to measure the return on investment that they are getting for the local match dollars they contribute towards TwinCATS every year. The TwinCATS 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:
www.swmpc.org/downloads/fy_2017_twincats_unified_work_program.pdf

METROPOLITAN PLANNING ORGANIZATION (MPO) SELF CERTIFICATION

As the Metropolitan Planning Organization (MPO) for the Benton Harbor-St. Joseph metropolitan area, the SWMPC is required to certify that projects selected through the planning process conform with all applicable federal laws and regulations. The Southwest Michigan Planning Commission, in its capacity as the MPO for the Benton Harbor St. Joseph 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 TwinCATS 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 Twin Cities Area Transportation Study (TwinCATS), the Metropolitan Planning Organization for Benton Harbor/St. Joseph 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
Twin Cities Area Transportation Study

August 8, 2016

Date

David Wresinski, Director
Bureau of Transportation Planning

Date

NEW DEVELOPMENTS FOR THE 2017-2020 TIP CYCLE

The 2017-2020 TIP development process has seen major strides forward for the TwinCATS MPO. First, there was a renewed emphasis on implementing the TwinCATS Complete Streets Policy, which was revised and re-adopted by the TwinCATS Policy Committee in March 2014. The Complete Streets Policy states that any road project using TwinCATS' allocation of federal Surface Transportation Program (STP) funds must provide facilities to meet the needs of all users. The Policy is designed to give engineers flexibility in how they meet the needs of all users, but dictates that they must provide for those needs somehow if they intend to use federal funds through TwinCATS.

Of the 29 locally-generated projects submitted to TwinCATS for funding using STP funds in 2017-2020, 25 of them meet the Complete Streets Policy. These 25 projects include a variety of improvements that further advance a transportation system that works for all users, including paved shoulders that are at least 5-feet wide, sidewalks, bicycle lanes, marked crosswalks, and shared use paths on roads. Many of these improvements will also lead to improved safety for motorists. The Policy Committee has the ultimate authority to implement the Complete Streets Policy, and they granted exemptions to the Policy to four projects.

In addition, TwinCATS has explored opportunities to incorporate Complete Streets elements into MDOT proposed projects. While many MDOT projects are minor maintenance projects such as crack filling, or located on bridges or interstates, other, more substantial projects on roads such as M-63 present an opportunity to implement the Complete Streets Policy. These safety improvements could include paved shoulders, better crosswalks, or new signage.

The second major stride forward with this TIP is a formal prioritization system to program \$3.5 million in federal funds when there was \$11.8 million in demand for those funds. The prioritization system took into account factors such as the roadway condition, volume of travel, safety improvements, the project's inclusion in local master plans and capital improvement plans, and project readiness. The complete prioritization system as approved is included in the Project Prioritization Procedure section of the TIP. The Policy Committee still has the ultimate authority to select projects and can override the prioritization process if they deem it appropriate. Two lower scoring projects were selected for funding over those that scored higher on the system.

A final development this TIP cycle came from MDOT's submittal of projects. MDOT applied to use federal and state funds only for early phases of the first capacity expansion project the TwinCATS area has seen in at least a decade. The project will complete the "cloverleaf" interchange of I-94 at the Business Loop in Benton Township. In order to maintain the condition of I-94, MDOT will be replacing the bridge over I-94 BL, and saw this as the opportune time to relocate the bridge to align the interchange with the future completed section of the US-31 freeway.

Construction on the interchange is scheduled for 2021 and is the most significant expenditure left towards completion of the US-31 freeway, a project that has long been a consideration at TwinCATS. This capacity

expansion project will pose challenges and opportunities that are unfamiliar to many members of the MPO. Analysis will be needed to understand new traffic patterns, environmental consequences, impacts on environmental justice populations, and any impacts to future economic development to the area. This will be a significant undertaking for the MPO and MDOT in the years prior to construction.

ISSUES CURRENTLY UNDER PARTICULAR CONSIDERATION AT TWINCATS MPO

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

Non-motorized Safety: Many portions of the Benton Harbor-St. Joseph MPO lack adequate infrastructure for pedestrians, cyclists, transit users, and persons with disabilities. TwinCATS has developed and adopted a Complete Streets Policy because the MPO members indicated that providing facilities for people who cannot use or access personal automobiles is a high priority, even if it means reducing the number of miles of pavement that are resurfaced or reconstructed. Federal, state, and local tax dollars are spent most efficiently when facilities for multiple users are included in project plans at the same time that road work is proposed. In addition, TwinCATS committee members understand that providing transportation infrastructure for all users will further economic development prospects in the region by giving people already living in our region greater access to jobs, healthcare, food, education, and exercise. Better non-motorized infrastructure will also allow employers to attract talented employees who have expressed a preference for better pedestrian and bicycle infrastructure.

Quality of Public Transit Service: TwinCATS 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 county. Even within the Benton Harbor-St. Joseph area, however, TwinCATS members and the public have expressed the need for more fixed route service and dedicated paratransit service for those who need it. 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 County 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 establish transit service throughout the County centered on the parameters of activity centers in urban and rural areas and within a portion of the Benton Harbor-St. Joseph urbanized area where it does not currently exist (see map 2).

- **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.

In FY 2017, the Southwest Michigan Planning Commission will continue to lead efforts for the creation of a fixed-route service plan to create better connections within the Benton Harbor-St. Joseph area and to the other communities in Berrien County. Work began on this process in FY 2016 with a Request for Proposals being issued, a consultant being selected to contract for this work, and initial meetings beginning. MPO staff will continue to assist the transit agencies and the consultant with identifying conceptual fixed routes, as well as finding funding sources for the routes initially and in the long term. The fixed route service plan will help to provide a framework for future transportation investments requested through MPO processes.

Preservation of the Road Network: Despite increased federal and state funds coming due to legislation, the TwinCATS 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% of the federal-aid roads in Berrien 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 TwinCATS keep its members apprised of the pavement conditions, the latest techniques for managing pavement, and all funding sources that are available. Using this information, TwinCATS 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 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 for townships and by municipal governments in cities and villages. Local comprehensive plans usually include a transportation element identifying specific projects that a local government has determined will be needed over the period of the plan. The Berrien County Road Commission has five-year plans for each of the townships they serve.

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 MPO Region Level

The Twin Cities Area Transportation Study (TwinCATS) adopted the TwinCATS Walk and Roll Non-Motorized Plan in 2013. The main component of this plan is an inventory of area roads that are particularly important to the area's bicyclists and pedestrians, compiled through discussions with area officials, public input, and the observations of planning and road agency staff. A list of projects was prioritized by each municipality within the TwinCATS MPO. What the list is intended to do is to ensure that each identified stretch of road is given proper consideration for the best feasible walking and biking facilities. The plan also states that any major reconstruction that takes place on these segments that does not include improved walking and biking facilities should have a strong rationale for such an exclusion. In 2014, the Policy Committee adopted a complete streets policy which states that any road project using federal funds must be designed to accommodate all users.

Project Identification at the Transit Level

The projects programmed in the TIP by the Twin Cities Area Transit Authority (TCATA), use funding from the Federal Transit Administration, MDOT, and the transit authority's own funds. TCATA is the designated recipient 5307 federal funding which is utilized for the following activities: operations, replacement buses, preventative maintenance, communications and computer hardware, and facility maintenance. In addition, TCATA is also the designated recipient of 5339 Bus and Bus Facilities funding which funds many of the same type of capital items funded by 5307 funding. (Bus replacement, facility improvements, computer hardware and communication equipment.) Currently there is no long range capital needs plan in place for TCATA, 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. This strategy will include performance needs to identify projects that maintain and replace assets on a regular life cycle basis in order to deliver at least the same level of service. It will also include Customer/Demand needs, which include projects that help meet increased needs in service demand.

The 2010 Berrien County Transit Human Service Coordination Plan provides another mechanism to identify projects in the TIP. The plan outlines strategies to address transportation gaps by utilizing three types of federal funding: the closed SAFETELU *New Freedom program* (5317), the closed SAFETELU *Job Access/Reverse Commute (JARC) program* (5316), as well as the MAP-21 enacted *Enhanced Mobility of Seniors and Individuals with Disabilities Program* (5310).

PROJECT SELECTION CRITERIA

TwinCATS received requests for projects totaling \$11.8 million in federal funds. yet TwinCATS will only receive \$3.5 million in federal funds over the course of this TIP Therefore it is critical to have a method for selecting which project should receive funding. To assist the policy committee in choosing projects, SWMPC made recommendation based on the Project Prioritization Scoring System, Complete Streets Policy, the TwinCATS 2013-2040 Long Range Plan, and the TwinCATS Non-Motorized Walk & Roll Plan.

The main method for selection employed was the project prioritization scoring sheet (Appendix B). This scoring method, adopted in January 2016, assigns points to projects based on certain criteria. This method was developed to create a selection process which is fair and consistent and will select the most worthy projects. The criteria used in scoring include:

- Committing more local funds than federally required
- Improving safety
- Following the complete streets policy
- System preservation
- Strategic Investment

Federally funded projects require an 18.5% local match. Points were given to projects which included a greater share of local funds. None of the projects submitted included more than the minimum required. Safety is the highest priority on any transportation system, thus points are given to projects at high crash locations which repair dangerous roads and improve safety. These improvements can be through design changes or by improving the driving surface. Roads in disrepair are a greater priority than those in better condition. Using PASER ratings, 10 points were given if the roads were in poor condition, 8 if they were in a fair condition but only 5 were given if the roads were in bad condition. This was done so agencies would not be rewarded for allowing roads to deteriorate too far, and encourage regular maintenance. To encourage sound planning practices, points were given for projects identified in local planning documents. In addition, roads with higher traffic were awarded more points than lower traveled roads. The full prioritization scoring sheet is included in **Appendix B**.

In 2014, TwinCATS revised and re-adopted a complete streets policy. The Complete Streets Policy states that any road project using federal funds must be designed to accommodate all users. Historically many roads were only designed for automobile traffic and this policy is meant to improve road conditions for pedestrians and bicyclists. The policy includes exemptions under certain circumstances. Of the 29 locally-generated projects submitted to TwinCATS for funding using STP funds in 2017-2020, 26 of them meet the Complete Streets Policy. These 26 projects include a variety of improvements, including paved shoulders that are at least 5-feet wide, sidewalks, bicycle lanes, marked crosswalks, and shared use paths on roads. Many of these improvements will also lead to improved safety for motorists. The Policy Committee has the ultimate authority to implement the Complete Streets Policy, and they granted exemptions to three projects. Although most of the projects conform to the policy the projects which are

non-confirming were so extensive that nearly half of the funds are not being used on complete streets projects.

The other document used in the selection process is TwinCATS Long Range Plan which sets out the overall transportation goals for the region which all transportation improvements should contribute to. The LRP also includes the travel demand model results. Being able to estimate where growth will occur and which roads will have higher traffic in the future is essential in determining which roads are higher priorities. Finally, the selection process was developed with federal and state performance measurements in mind. Under the new Federal legislation there is a greater emphasis on data driven project selection which TwinCATS has fully embraced.

PPROVAL OF PROJECTS AND TIP DOCUMENT

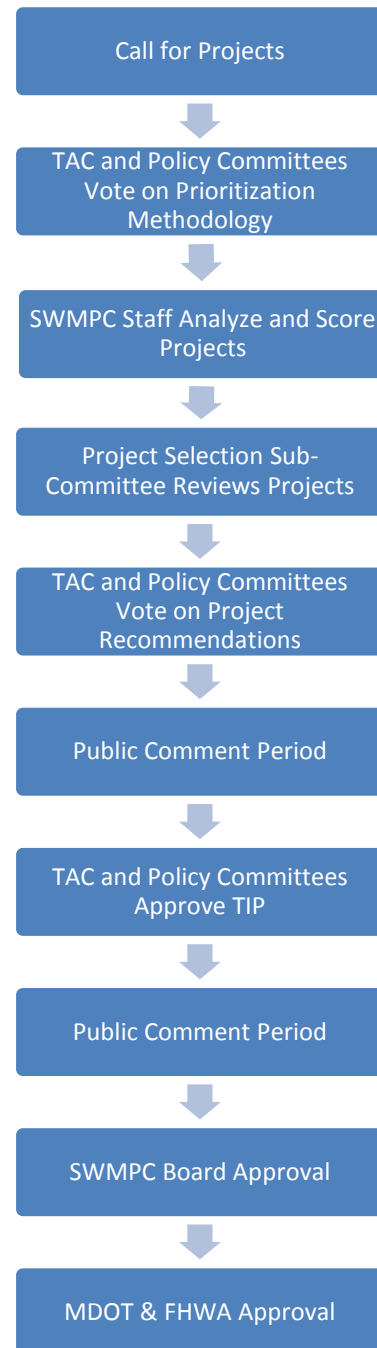
Once project applications are submitted by the above agencies, SWMPC staff ranks them according to the rating system approved by the TwinCATS Policy Committee (appendix B). After this, the Project Selection Subcommittee recommends a list of projects and opens a public comment period. The proposed projects 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 (See page 12) under Section 450.334 and upon other reviews as deemed necessary by the FHWA and FTA.

If the TIP is found to conform with the State Transportation Improvement Program, 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 TwinCATS 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 TwinCATS 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 Benton Harbor-St. Joseph area receive approximately \$871,000 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, of which a portion is noted in the TIP when it is used by MPO member agencies. **Table 6** shows total countywide allocation. To see a breakdown of funding between projects within TwinCATS and those outside of the MPO boundaries see the **table 18**, **table 19**, **table 20**, and **table 21**.

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 TwinCATS 2017-2020 TIP. TCATA is the recipient of funds for the Benton Harbor-St. Joseph 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

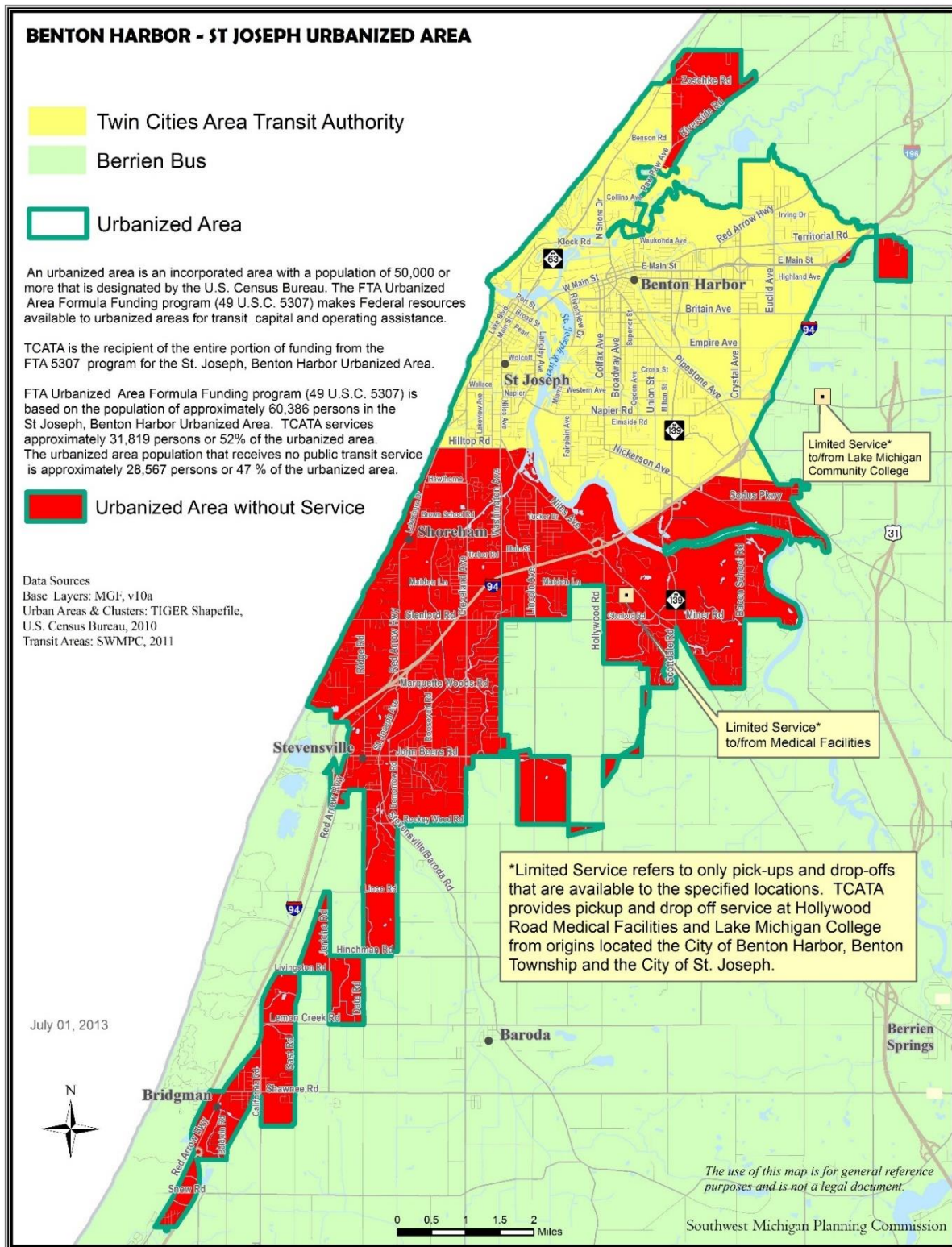
Source	Distribution	Purpose	Examples of Eligible Activities
FTA 5307 Urbanized Area Formula Grants	By formula to transit operators in census defined urbanized areas based on population and transit service characteristics.	Funding for basic transit capital needs of transit agencies in urbanized areas.	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.
FTA 5310, Elderly and Persons with Disabilities	By formula to states, which administer the program.	Improving mobility options for seniors and disabled persons.	Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program.
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.

The Twin Cities Area Transportation Authority (TCATA) is the public transit provider for the Benton Harbor- St Joseph urbanized area. TCATA receives approximately 1.1 million in federal-aid transit funding each year, the majority from section 5307 funds. TCATA is the only recipient of 5307 funds in Benton Harbor- St Joseph urbanized area. While TCATA receive 100 percent of the areas 5307 allotment it only serves 53 percent of the urbanized area. As documented through a letter of understanding between Berrien County and TCATA, the County declines its share of the Section 5307 funds for the unserved area. As a result of this agreement, 47 percent of the urbanized area receives little or no service. See Map 2 on following page.

Using this methodology and 2010 Census figures, the distribution formula for FY 2017-2020 is set out as follows:

- Total Benton Harbor Urbanized Area Population – 60,386 persons
- TCATA Urban Service Area Population – 31,819 persons = 52.69% of available funds
- Berrien County’s transit system Service Area Population -- 0 persons = 0% of available funds
- Un-serviced Urban Population – 28,567 persons = 47.30% of available funds

Map 2. TCATA Service Area



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 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.

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

In the TwinCATS area, the policy 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 TCATA to report its target. The TwinCATS 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, local agencies, 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.

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 Benton Harbor-St. Joseph 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 TwinCATS (millions of dollars).

2017	2018	2019	2020
\$16.0	\$27.7	\$10.7	\$16.3

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 730 lane miles on federal-aid eligible roads (Trunkline and Locally controlled) in the TwinCATS area 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 \$12.4 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 TwinCATS 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 TwinCATS area (millions of dollars).

2017	2018	2019	2020
\$12.4	\$13.0	\$13.6	\$14.2

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 TCATA 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 Operations Needs in the Benton Harbor-St. Joseph Area (millions of dollars).

2017	2018	2019	2020
\$2.70	\$2.40	\$2.46	\$2.54

Demonstration of Financial Constraint, FY 2017 through FY 2020

After determination of resources available for federal-aid highway and transit capital needs in the Southwest Michigan region 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 Long Range 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 TwinCATS STBG urban will grow at 2% per year, while the real value of funding could shrink due to inflation (YOE factor). TwinCATS 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

FY	STBG Urban		CMAQ*	
	Available	Programed	Available	Programed
2017	\$871,925	\$844,163	\$598,254	\$598,254
2018	\$871,925	\$871,925	\$598,254	\$598,254
2019	\$871,925	\$871,000	\$598,254	\$598,254
2020	\$871,925	\$871,000	\$598,254	\$512,000

* Note: These funds are programmed on a countywide basis. TwinCATS does not have the sole discretion over these funds. The NATS 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

	2017	2018	2019	2020
Highway Funding	\$3,626,500	\$26,597,109	\$10,700,440	\$16,552,665
Highway Programmed	\$3,598,738	\$26,597,109	\$10,699,515	\$16,551,740
Transit Funding	\$2,699,618	\$2,403,164	\$2,464,970	\$2,543,366
Transit Programmed	\$2,699,618	\$2,403,164	\$2,464,970	\$2,543,366
Total Funding	\$6,326,118	\$29,000,273	\$13,165,410	\$19,096,031
Total Programmed	\$6,298,356	\$29,000,273	\$13,164,485	\$19,095,106
Difference	\$27,762	0	925	925

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 Illustrative
- Bridge Replacement, Surface Transportation Program
- TCATA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
- TCATA 5339 - Bus and Bus Facilities
- TCATA 5307 - FTA Urbanized Area Formula
- TCATA Job Access and Reverse Commute
- Congestion Mitigation & Air Quality (CMAQ)
- MDOT

For further information regarding STBG Urban and CMAQ projects, such as project description, and for a table of TCATA projects by year, see **Appendix C**.

A complete project table updated with all subsequent amendments is maintained on SWMPC's website: www.SWMPC.org

Map 3 shows the location and construction type of each STBG Urban funded project for the TwinCATS area.

Map 3. STBG Urban Road Construction Projects

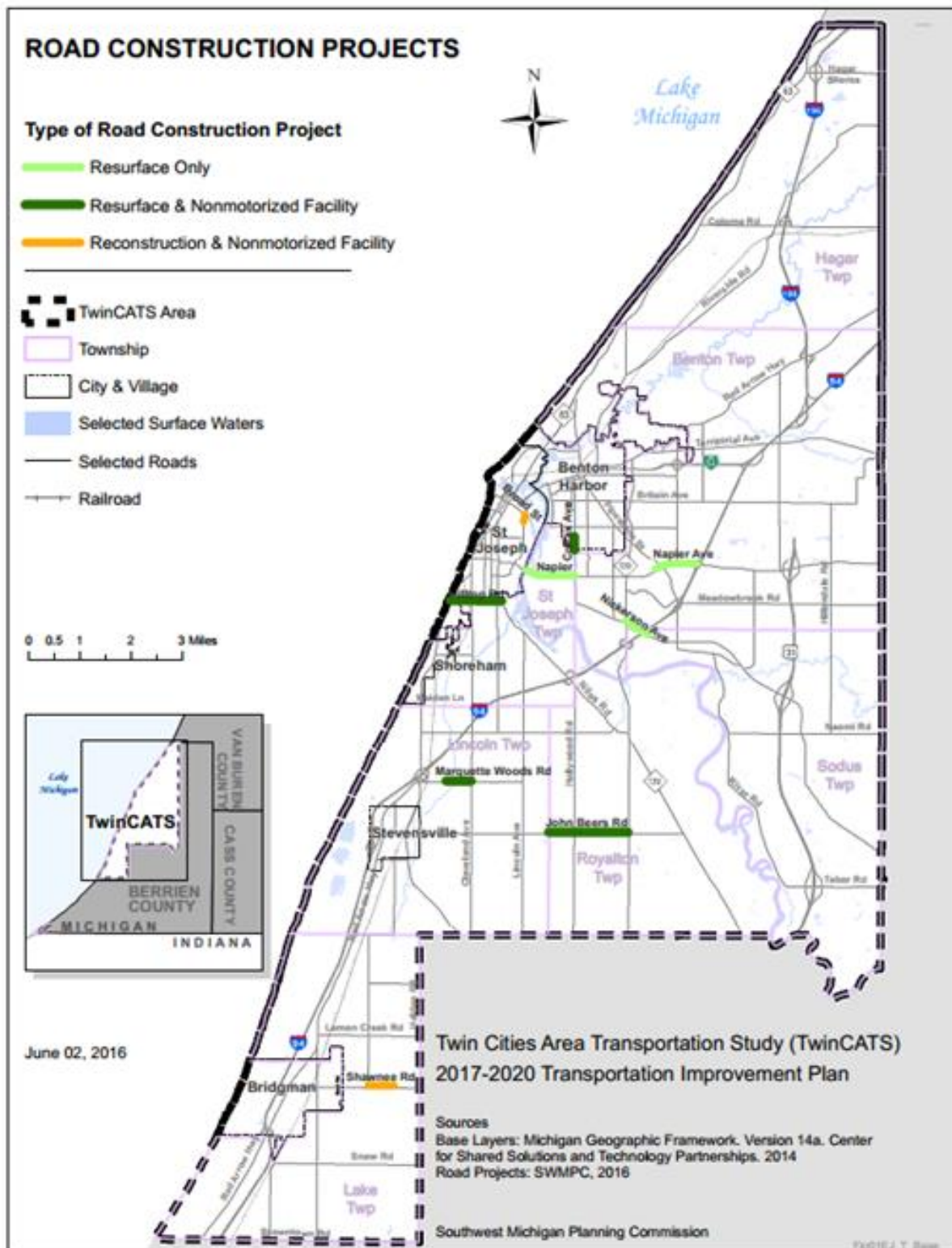


Table 8. FY 2017 STBG Urban

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
Berrien County Road Commission	City of St. Joseph/ St. Joseph Charter Township	Hilltop Road	M-63 (Niles Avenue) to BL-94 (Lakeshore Drive)	0.6	Restore & Rehabilitate	652	145	797	CNTY
Berrien County Road Commission	Royalton Township	John Beers Road	Hollywood Road to 0.51 miles West of Township Line	0.51	Resurface	192	47	239	CNTY
City of St. Joseph	City of St. Joseph	Langley Avenue & Broad Street (Advance Construct)	Pearl Street to Department of Public Works Entrance	0.25	Reconstruct	0	670	670	CITY
FY 2017 Projects Total (\$1000s)						844	191*	1,706	
FY 2017 Target (\$1000s)						872			
FY 2017 Balance						28			

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

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
City of St. Joseph	City of St. Joseph	Langley Avenue & Broad Street (Advance Construct Conversion from 2017)	Pearl Street to Department of Public Works Entrance	0.25	Reconstruct	460	0	460	-
Berrien County Road Commission	Sodus Township	Nickerson Avenue	M-139 to 700 feet East of Woodley	0.643	Resurface	143	32	175	CNTY
Berrien County Road Commission	Lake Charter Township	Shawnee Road	Jericho to Date Road	0.5	Reconstruct	269	184	453	CNTY
FY 2018 Project Total (\$1000s)						872	216	1,088	

FY 2018 Target (\$1000s) **872**

FY 2018 Balance **0**

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
City of Benton Harbor	City of Benton Harbor	Colfax Avenue	May Street to Emery Avenue	0.25	Resurface	186	42	228	CITY
Berrien County Road Commission	St. Joseph Charter Township	Napier Avenue	St. Joseph River to 3700 feet East	0.87	Resurface	335	74	409	CNTY
Berrien County Road Commission	Royalton Township	John Beers Road	Hollywood Road to Scottdale Road	1.07	Resurface	350	129	479	CNTY
FY 2019 Project Total (\$1000s)						871	245	1,116	
FY 2019 Target (\$1000s)						872			
FY 2019 Balance						1			

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
Berrien County Road Commission	Lincoln Charter Township	Marquette Woods Road	Roosevelt Road to Cleveland Avenue	0.49	Resurface	400	100	500	CNTY
Berrien County Road Commission	Benton Charter Township	Napier Avenue	I-94 to 4300 feet West	0.77	Resurface	471	104	575	CNTY
FY 2020 Project Total (\$1000s)						871	204	1,075	
FY 2020 Target (\$1000s)						872			
FY 2020 Balance						1			
FY 2017-2020 STBG Urban Fiscal Constraint				FY 2017-2020 STBG Urban Programmed (\$1000s)		3,458			
				FY 2017-2020 STBG Urban Available (\$1000s)		3,488			
				Constrained Balance		30			
				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.					

Table 12. FY 2017-2020 STBG Urban 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
Berrien County Road Commission	Benton Charter Township	Napier Avenue	4300' West of I-94 to M-139	0.58	Resurface	160	35	195	CNTY
Berrien County Road Commission	St. Joseph Charter Township	Napier Avenue	3700' East of St. Joseph River to M-139	0.51	Resurface	213	47	260	CNTY
City of St. Joseph	City of St. Joseph	Botham Avenue	South State Street to Niles Avenue (M-63)	0.13	Reconstruct	247	556	803	CITY
Berrien County Road Commission	Royalton Township	John Beers Road	Scottdale Road to M-139	1.05	Reconstruct	409	91	500	CNTY
Berrien County Road Commission	Royalton Township	Glenlord Road	Hollywood Road to M-63	0.85	Reconstruct	303	67	370	CNTY
Berrien County Road Commission	Lincoln Charter Township	Marquette Woods Road	Cleveland to Washington	0.5	Resurfacing	475	105	580	TWP

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

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 Benton Harbor	City of Benton Harbor	Pipestone Road	Catalpa to Empire	0.39	Resurface	261	58	319	CITY
City of Benton Harbor	City of Benton Harbor	Pipestone Road	Vineyard to Catalpa	0.43	Resurface	329	73	402	CITY
City of Benton Harbor	City of Benton Harbor	Paw Paw Avenue	Railroad to Frank; Rifford to Territorial	0.26	Resurface	212	39	251	CITY
Village of Stevensville	Village of Stevensville	Red Arrow Highway	North Village Limits to South Village Limits	1.29	Resurface	881	220	1,102	VLG
Berrien County Road Commission	Lake Charter Township	Shawnee Road	Holden Road to Date Road	0.5	Reconstruct	405	90	495	CNTY
City of St. Joseph	City of St. Joseph	Wallace Avenue	Lakeshore Drive (BL-94) to Lakeview Avenue	0.25	Reconstruct	488	973	1,461	CITY
City of Benton Harbor	City of Benton Harbor	Pipestone Road	Main to Vineyard	0.4	Resurface	346	77	423	CITY

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

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 St. Joseph	City of St. Joseph	Langley Avenue	Pearl to Napier	0.84	Resurface	398	255	653	CITY
City of St. Joseph	City of St. Joseph	Water Street	State Street to Vine Street	0.11	Resurface	123	454	577	CITY
City of St. Joseph	City of St. Joseph	Upton Drive	Virginia Ct. to N. Upton Drive. Includes Marina Drive, Upton to W. Basin Marina.	0.38	Reconstruct	1,000	3,000	4,000	CITY
City of Benton Harbor	City of Benton Harbor	Union Street	May to Donald Adkins	0.38	Resurface	279	62	341	CITY
City of Benton Harbor	City of Benton Harbor	Union Street	Pipestone to May	0.3	Resurface	180	40	220	CITY
City of Benton Harbor	City of Benton Harbor	Broadway Avenue	Empire to Emery	1.01	Resurface	285	64	349	CITY
Total Unmet Need (\$1000)						6,994	6,306	13,301	

Table 13. FY 2017 BRT - Bridge Replacement, Surface Transportation Program

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Phase Cost (\$1000)	Local Fund Source
Berrien County Road Commission	Sodus Township	River Road	Over Pipestone Creek	-	Bridge Replacement	864	162	54	1,080	CNTY

Table 14. FY 2017-2020 TCATA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

Project Name	Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000s)	
FY 2017 Projects						
Mobility Manager	Capital	60	15	0	75	Total Federal Cost (\$1000s): 60 Target (\$1000s): 60 Balance: 0
FY 2018 Projects						
Mobility Manager	Capital	60	15	0	75	Total Federal Cost (\$1000s): 60 Target (\$1000s): 60 Balance: 0
FY 2019 Projects						
Mobility Manager	Capital	60	15	0	75	Total Federal Cost (\$1000s): 60 Target (\$1000s): 60 Balance: 0
FY 2020 Projects						
Mobility Manager	Capital	60	15	0	75	Total Federal Cost (\$1000s): 60 Target (\$1000s): 60 Balance: 0

FY 2017-2020 TCATA 5310 Fiscal Constraint	FY 2017-2020 TCATA 5310 Programmed (\$1000s)	240
	FY 2017-2020 TCATA 5310 Available (\$1000s)	240
	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 2017-2020 TCATA 5339 - Bus and Bus Facilities

Project Name	Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000s)	
FY 2017 Projects						
Replace One Bus	Capital	68	17	0	85	Total Federal Cost (\$1000s): 68 Target (\$1000s): 68 Balance: 0
FY 2018 Projects						
Facilities Improvements	Operations	80	20	0	100	Total Federal Cost (\$1000s): 80 Target (\$1000s): 80 Balance: 0
FY 2019 Projects						
Replace One Bus	Capital	72	18	0	90	Total Federal Cost (\$1000s): 72 Target (\$1000s): 72 Balance: 0
FY2020 Projects						
Replace One Bus	Capital	74	19	0	93	Total Federal Cost (\$1000s): 74 Target (\$1000s): 74 Balance: 0

FY 2017-2020 TCATA 5339 Fiscal Constraint	FY 2017-2020 TCATA 5339 Programmed (\$1000s)	294
	FY 2017-2020 TCATA 5339 Available (\$1000s)	294
	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 16. FY 2017-2020 TCATA 5307 - FTA Urbanized Area Formula

Project Name	Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000s)	
FY 2017 Projects						
Replace Three Buses	Capital	205	51	0	256	Total Federal Cost (\$1000s): 1026 Target (\$1000s): 1026 Balance: 0
Operating Expenses	Operations	777	659	406	1,842	
Replace Four Buses	Capital	44	11	0	54	
FY 2018 Projects						
Operating Expenses	Operations	777	659	406	1,842	Total Federal Cost (\$1000s): 777 Target (\$1000s): 777 Balance: 0
FY 2019 Projects						
Operating Expenses	Operations	816	692	406	1,914	Total Federal Cost (\$1000s): 816 Target (\$1000s): 816 Balance: 0
FY2020 Projects						
Operating Expenses	Operations	857	726	406	1,989	Total Federal Cost (\$1000s): 857 Target (\$1000s): 857 Balance: 0

FY 2017-2020 TCATA 5307 Fiscal Constraint	FY 2017-2020 TCATA 5307 Programmed (\$1000s)	3,476
	FY 2017-2020 TCATA 5307 Available (\$1000s)	3,476
	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 17. FY 2017-2020 TCATA Job Access and Reverse Commute (JARC)

Project Name	Type	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000s)
FY 2017 Projects					
JARC	Operations	0	386	0	386
FY 2018 Projects					
JARC	Operations	0	386	0	386
FY 2019 Projects					
JARC	Operations	0	386	0	386
FY2020 Projects					
JARC	Operations	0	386	0	386

Table 18. FY 2017 Congestion Mitigation & Air Quality

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

*Project Located within TwinCATS MPO Boundaries

Table 19. FY 2018 Congestion Mitigation & Air Quality

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)
SWMPC*	-	Rideshare	Countywide	-	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	Designated Rural	-	Capital	42	11	53
Berrien Bus	-	Five New Vans	Designated Rural	-	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 TwinCATS MPO Boundaries

Table 20. FY 2019 Congestion Mitigation & Air Quality

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)
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	Designated Rural	-	Capital	200	0	200
FY 2018 Projects Total (\$1000s)						598	137	747
FY 2018 Target (\$1000s)						598		
FY 2018 Balance (\$1000s)						0		

*Project Located within TwinCATS MPO Boundaries

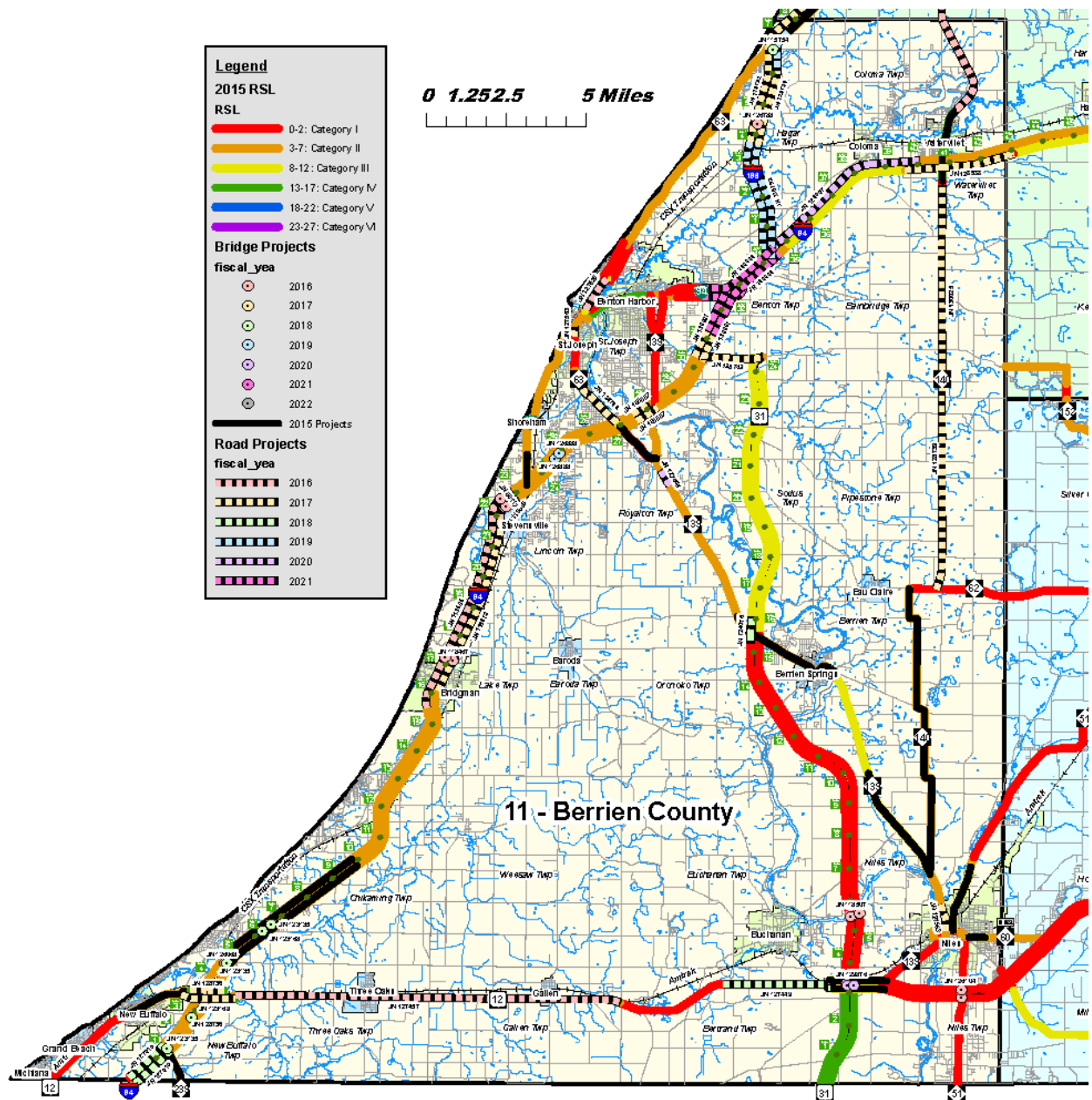
Table 21. FY 2020 Congestion Mitigation & Air Quality

Responsible Agency	Location of Project	Project Name	Project Limits	Project Length (miles)	Type	Federal Cost (\$1000s)	Non-Federal Cost (\$1000s)	Total Phase Cost (\$1000)
SWMPC*	-	Rideshare	Countywide	-	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	Designated Rural	-	Capital	120	30	150
Berrien Bus	-	Five New Buses	Designated Rural	-	Capital	140	35	175
FY 2018 Projects Total (\$1000s)						512	65	577
FY 2018 Target (\$1000s)						598		
FY 2018 Balance (\$1000s)						86		

*Project Located within TwinCATS 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. *Projects located in the MPO area.</i>		

Map 4. MDOT Projects



Map 4 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 FY2017-2020, see Table 22.

Table 22. FY 2017-2020 MDOT Projects

Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Total Phase Cost (\$1000s)
FY 2017 Projects							
US-31	Temp End Freeway to S JCT I-94	1.9	Resurface	234	NH	52	286
I-196	I-94 to 0.5 miles South of M-63 (Exit 7)	8.089	Restore & rehabilitate	23	IM	3	25
M-139	at Tanglewood/ Anna and M-43 at 16th Avenue	0.71	Traffic ops/safety	53	CM	12	65
M-139	at Tanglewood/ Anna and M-43 at 16th Avenue	0.71	Traffic ops/safety	4	CM	1	5
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	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 End 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	28	ST	6	35
FY 2017 Totals (\$1000s)				423		92	514

Table 22. FY 2017-2020 MDOT Projects cont.

Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Total Phase Cost (\$1000s)
FY 2018 Projects							
I-196	under M-63	0.3	Bridge replacement	4,136	BRI	460	4,595
I-94 WB	From I-196 to 0.7 miles west of M-140	5.6	Resurface	1,197	IM	133	1,330
Napier Avenue	at Napier Avenue	-	Roadside facility	70	ST	15	85
I-196	I-94 to 0.5 miles South of M-63 (Exit 7)	8.089	Restore & rehabilitate	15,840	IM	1,760	17,600
EB I-94	From Britain Avenue to I-196	3.87	New route/ structure (capacity increase)	964	NH	214	1,177,00
EB I-94	From Britain Avenue to I-196	3.87	New route/ structure (capacity increase)	1,492	NH	331	1,823
FY 2018 Totals (\$1000s)				23,699		2,913	25,433

Table 22. FY 2017-2020 MDOT Projects cont.

Project Name	Project Limits	Project Length (miles)	Improvement Type	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	Total Phase Cost (\$1000s)
FY 2019 Projects							
I-94	Under Glenlord Road and Cleveland Avenue over I-94	0.39	Restore & rehabilitate	2,727	IM	303	3,030
I-94 BL	Over St. Joseph River in Benton Harbor	0.179	Bridge -other	2,233	NH	495	2,728
M-63	Over St. Joseph River	0.189	Bridge -other	3,008	NH	667	3,675
EB I-94	From Britain Avenue to I-196	3.87	New route/ structure (capacity increase)	135	IM	15	150
FY 2019 Totals (\$1000s)				8,103		1,480	9,583
FY 2020 Projects							
M-139	At Tanglewood/ Anna and M-43 at 16th Avenue	0.71	Traffic ops/safety	487	CM	108	595
I-94 WB	From I-196 to 0.7 miles west of M-140	5.6	Resurface	13,167	IM	1,463	14,630
FY 2020 Totals (\$1000s)				13,654		1,571	15,225

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 TwinCATS 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 TwinCATS project selection process for this TIP, TwinCATS attempted to align its selection criteria with the federal planning factors and TwinCATS 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 TwinCATS 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 23. 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 24** below outlines the status of each of the federal rulemakings for highway projects.

Table 24. 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 TwinCATS knows about these rulemakings is included in **Table 25** below.

Table 25. 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 TwinCATS 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 TwinCATS 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 TwinCATS 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 TwinCATS Long Range Transportation Plan, the TwinCATS area only has one corridor where volume will be approaching capacity by 2040; this is M-63 from the city limits of St. Joseph to I-94. Therefore, the TwinCATS MPO does not perceive congestion to be a major issue in the area. TwinCATS 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 such as the completion of the US-31 freeway take place.
4. **System reliability** - The MPO has paid particular attention to vulnerabilities of heavily-traveled routes such as I-94 during inclement weather events or major accidents such as tanker spills. In the wake of the 2015 major winter pile-up on I-94 near Battle Creek, TwinCATS MPO members have asked for better information sharing between first responders and renewed a focus on maintaining alternative routes in case of emergencies. The MPO continues to monitor system performance data in both good conditions and during major events. In addition, the MPO examines data on reliability of transit service in the area, and issues that impede its reliability. One issue that is hurting transit service reliability at the moment 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 commercial St. Joseph River Harbor and examined traffic impacts from reconfigurations.
6. **Environmental sustainability** - The MPO is continuously working with local watershed and environmental groups to reduce the potential impacts of transportation projects to species and environmentally sensitive areas identified in the Environmental Mitigation section of the long range plan. In addition, via initiatives such as the Complete Streets Policy, 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, TwinCATS obligated 100% of its projects, including STP and CMAQ jobs, in time.

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 TwinCATS 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 TwinCATS 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 TwinCATS 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 Pipestone Road corridor in Benton Harbor and Benton Township is one example of a prime candidate for optimization. The City of Benton Harbor and the Berrien County Road Commission have 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 County, including the TwinCATS area, has 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 TwinCATS 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. TwinCATS 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 Complete Streets Policy will continue to measure outcomes of projects for all users, and to inform project selection.

3. **Environmental Justice Populations** - In keeping with FHWA's emphasis area of Ladders of Opportunity, TwinCATS 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.

TwinCATS 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, TwinCATS will use survey data to measure whether non-motorized infrastructure in designated EJ areas is meeting the needs of users living in those areas that are unable to own or operate a motor vehicle.

4. **Excess Capacity** - TwinCATS members have become acutely aware that many roads in the area were built for a much larger population. As the population of the TwinCATS 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 TwinCATS 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 TwinCATS 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 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 TwinCATS 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.

TwinCATS 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



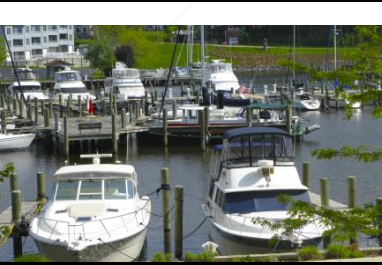

SWMPC will continue to participate in learning opportunities and discussions as more information regarding performance measures becomes available. There are several resources that committee members and interested parties might use to track performance

- 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 (NO_x) and volatile organic compounds (VOC) react with sunlight. Shown in **Table 26**, 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 26. 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 TwinCATS 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 TwinCATS 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 TwinCATS equitably benefit all of the region's diverse 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. For the analysis the satellite area was not included. This area has no federal aid eligible roads and has no EJ areas thus it would not make sense to analyze it with the rest of the TWINCATS area.

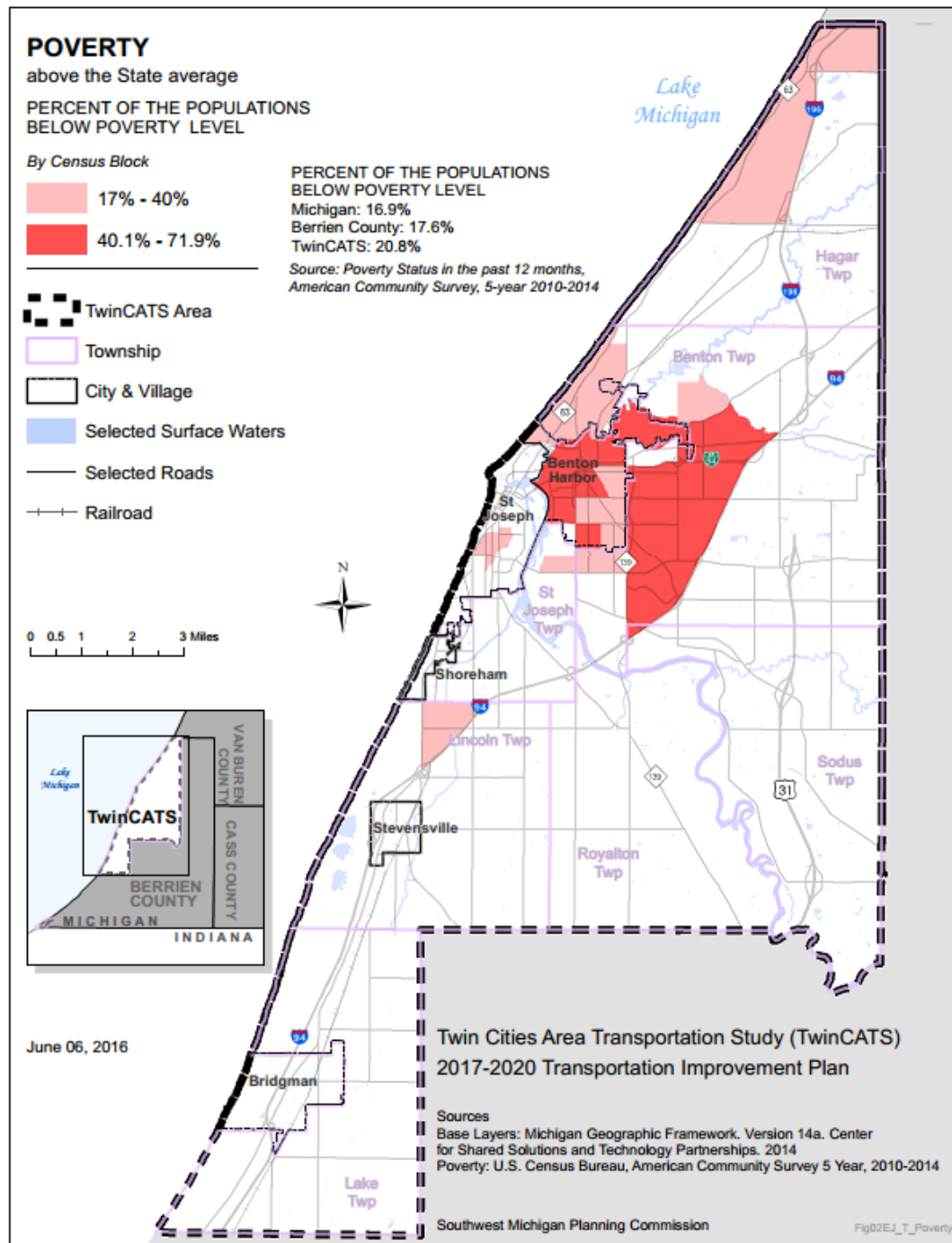
Minority population was determined from the 2010 US Census at the census block level. This is the most reliable and fine grained data available. Minority refers to any individual not identifying as Non-Hispanic white. The US Census does not consider Hispanic or Latino to be a racial designation and it 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 table for Latino and Race was used (Census table P2). This table 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. All data is divided by census block which is the smallest area available.

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 income data and income data was not included thus the ACS five-year is the best available data that reports poverty levels. Those in poverty are individuals making less than the federal designated poverty line based on house hold size.

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

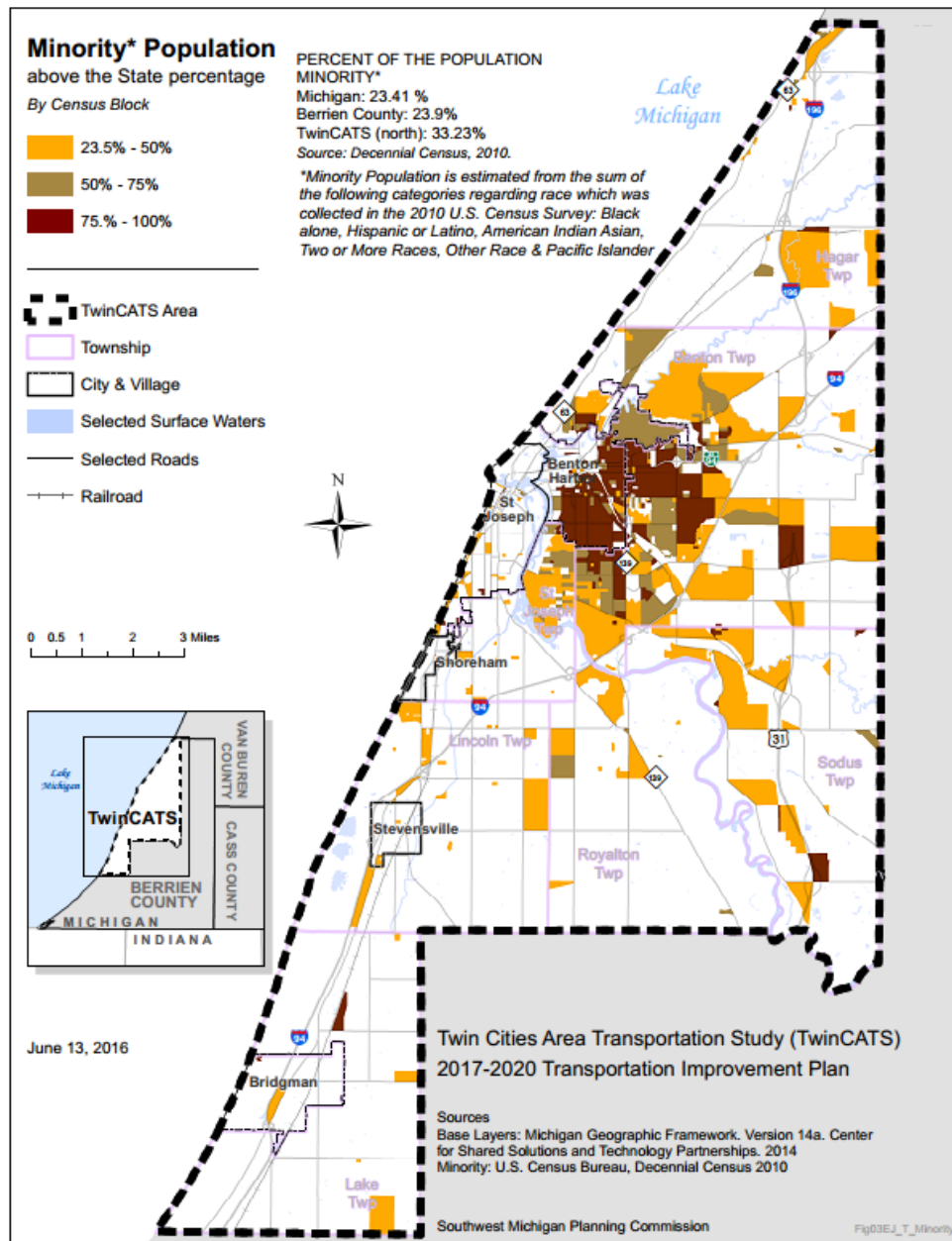
Map 5. Poverty Map



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. Overall 33.2% of TwinCATS population is minority while 20.8% are below the poverty line. But according to the analysis

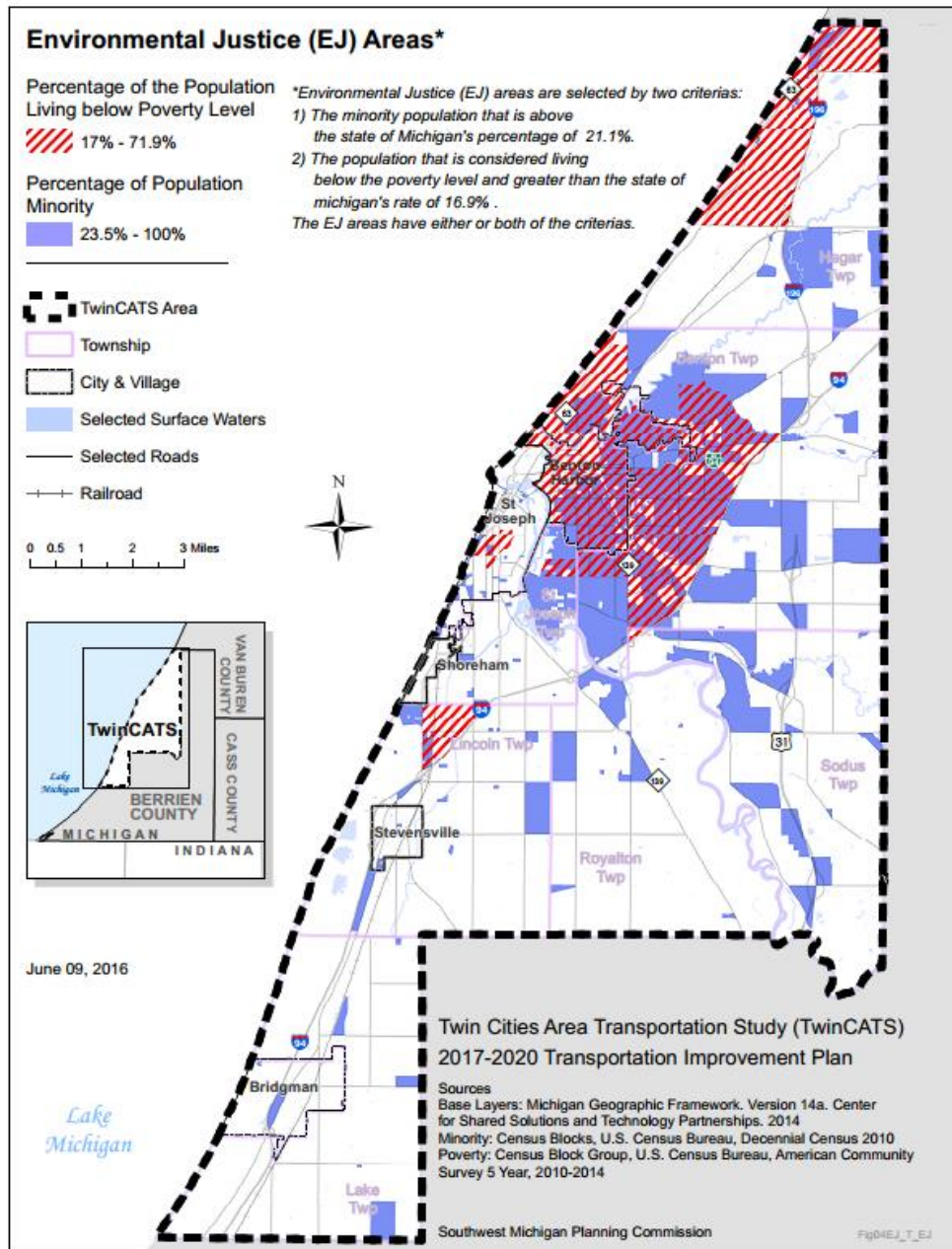
45.5% of TwinCATS residents reside in an EJ area. This means that almost half of the population lives in a census block which either has more minorities or a higher poverty level than state averages. This can be seen below in **Map 6**.

Map 6. Minority Population



The EJ areas map which is the combination of the minority and poverty maps is shown below in **Map 7**.

Map 7. 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 8**, out of nine roadway projects four are completely within EJ areas, two do not border an EJ area at all and three projects affect both EJ and Non EJ areas. It should be noted that only roadway projects were mapped here. The proposed new line haul route for TCATA was not mapped, as the final route configuration has yet to be worked out. Depending on its location, the new route could significantly benefit EJ populations. In addition, several other projects such as the mobility manager have no specific geographic location within the TwinCATS region and therefore could not be mapped. The mobility manager assists with outreach to transit dependent populations, which include a large portion of the EJ populations. It has been determined that none of the seven projects completely within or bordering EJ areas will cause a decrease in health, environment quality or mobility. Projects have also been distributed fairly, without a significantly higher concentration of projects either within or without EJ areas. There is a potential issue with equitable distribution of benefits which is being addressed.

It is highly unlikely that there will be any increased health or environmental impacts within the EJ areas. The only major capacity increase within TwinCATS in the TIP is a reconstruction and completion of the I-94 Interchange with the Business Loop in Benton Township. While this project is not scheduled for construction in the TIP it is important that any EJ issues be addressed early on during the preliminary engineering and right of way purchase phases, not when construction is already scheduled to take place. This project borders an EJ area, but since the surrounding land is rural and it is unlikely there will be a significant adverse effect to the population. A full Environmental review and EJ analysis will have to be done by MDOT before the final stages of this project can be complete.

None of the projects should limit the mobility within EJ areas. No roads will be closed for significant periods of time and no new projects are being added which could make transportation harder for EJ residents. Great efforts were taken to distribute the benefits of the transportation system evenly. This means that all project selection guidelines and policies are applied the same way regardless of location. In addition, the emphasis on a data driven selection process is intended to limit the political influence of wealthier areas.

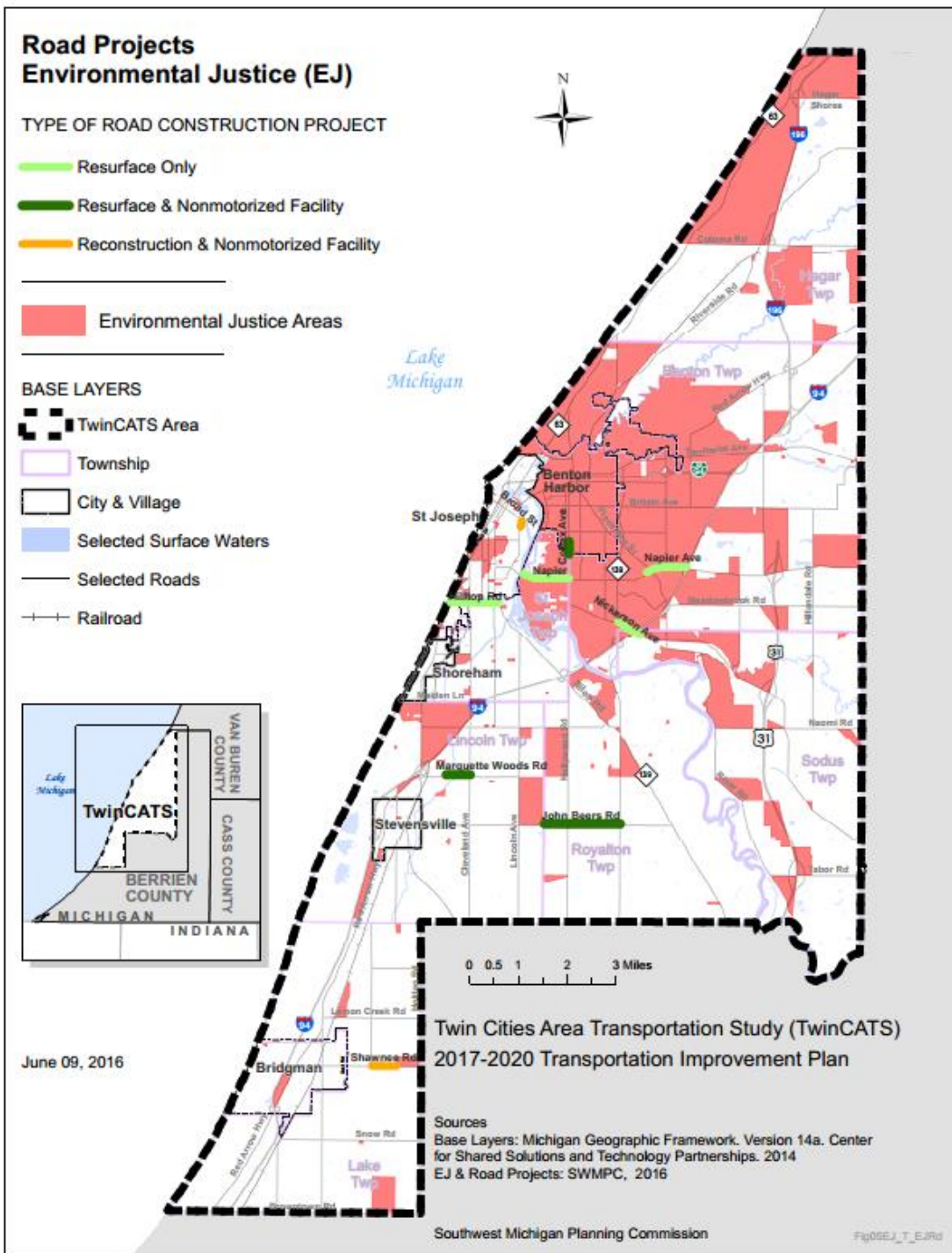
A potential EJ issue has occurred with implementing the complete streets policy. This policy is intended to provide mobility for all road users including non-motorized users. While most projects complied with the policy and improved or maintained non-motorized infrastructure there were four projects which were granted exemptions. The four projects were Hilltop Road, Nickerson Ave., and two projects along Napier Ave. All four of these border EJ areas. Because of this effort must be conducted to ensure non EJ area are receiving the same benefits of complete streets that non EJ areas are receiving. Furthermore, it must be determined that the exemptions do not deprive residents of EJ areas need pedestrian infrastructure, since residents in EJ areas are less likely to have access to an automobile.

Upon review, two of these complete street exemptions were minor issues involving areas which are not priority pedestrian routes. Nickerson avenue was granted an exemption because the costs would greatly outweigh benefits. This area is heavily used by automobiles accessing US-31 but has few pedestrian activity generators along it. On Hilltop Rd, efforts were undertaken to comply, but there were issue trying to secure the necessary right of way. The city of St. Joseph will continue to explore ways they can secure the right of way to make improvements.

The other two projects, both along Napier Avenue, could pose an EJ issue. The projects are on Napier Avenue, in portions that touch EJ areas that are both high minority and high poverty. In addition, the road is a primary route for accessing retail, and jobs. Currently Napier Avenue in this location does not have adequate pedestrian or bike infrastructure. Yet there are many people without cars who use this route, walking in unpleasant and dangerous conditions. Due to specifics of this road adding in sidewalks and bike lanes presents difficulties due to securing the right of way. Given a great need for resurfacing the committees voted to approve the projects without inclusion for non-motorized travel.

Realizing how important this Road is for non-motorized travel, TwinCATS decided that they needed to find ways to overcome the difficulties in providing the necessary infrastructure. TwinCATS has submitted a grant application to MDOT to conduct a study of Napier Ave. This study will explore the possibilities for adding non-motorized improvements. The study should also address the costs and tradeoffs these improvements require. By doing this it is hoped that a much better non-motorized plan will be implemented than what would have been done had the committee required the road commission to add improvements when initially approving the projects.

Map 8. Road Projects Environmental Justice



PUBLIC INVOLVEMENT AND CONSULTATION

PUBLIC INVOLVEMENT

Public involvement followed the guidelines set forth in TwinCATS 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 TwinCATS meeting. The formal comment period began February 22 and 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 TwinCATS Technical Advisory Committee meetings and Policy meetings on March 5, 2016 at 9:00 a.m. at Michigan Works 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)

TwinCATS' 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 TwinCATS 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 Twin CATS 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 TWINCATS 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 27** and the comment received during the process can be found in **Appendix F**.

Table 27. Consultation List

2017-2020 TwinCATS TIP Consultation List	
Andrews University- Architecture Program	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)
Berrien County Parks	Office of State Senator John Proos
Bridgman Schools	Pokagon Band of Potawatomi Indians
Cornerstone Alliance	Sarrett Nature Center
Countryside Academy	Southwest Michigan Land Conservancy
Cycle Re-Cycle	Southwest Michigan Regional Airport
Department of the Interior- Fish and Wildlife Service	St. Joseph Area Schools
Disability Network Southwest Michigan	Sustainable Business Forum
Federal Aviation Administration; Michigan Division	Two Rivers Coalition
Friends of the St. Joseph River	Wightman and Associates- Architecture
Kinexus (Michigan Works!)	79th District State Representative Al Pscholka
Lake Michigan College- Napier Campus	
Lakeland Hospital	
Lakeshore School District	

APPENDIX A: RESOLUTIONS OF APPROVAL

Resolution Approving The Twin Cities Area Transportation Study (TwinCATS) Fiscal Year 2017-2020 Transportation Improvement Program

WHEREAS, the Southwest Michigan Planning Commission is the state-designated Metropolitan Planning Organization for the Benton Harbor- St. Joseph Urbanized Area; and

WHEREAS, the Twin Cities Area Transportation Study 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 TwinCATS Fiscal Years (FY) 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 FY 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 TwinCATS Long Range Plan; and

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

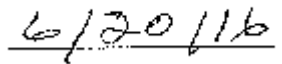
WHEREAS, the 2017-2020 TIP conforms with Air Quality Standards; and

WHEREAS, the federal and non-federal programmed expenditures in the TwinCATS 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 20th day of June 2016, that the Twin Cities Area Transportation Study Policy Committee hereby approves the Fiscal Year 2017-2020 Transportation Improvement Plan for the Twin Cities Area Transportation Study.



Dick Stauffer, Chair
TwinCATS 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 TWIN CITIES AREA TRANSPORTATION STUDY (TwinCATS) FISCAL YEARS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Southwest Michigan Planning Commission is the state-designated Metropolitan Planning Organization (MPO) for the Benton Harbor-St. Joseph urbanized Area; and

WHEREAS, the Twin Cities Area Transportation Study (TwinCATS) 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 TwinCATS 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 TwinCATS FY 2017-2020 TIP meets the principles and intent of Environmental Justice; and

WHEREAS, the Federal and non-federal programmed expenditures in the TwinCATS 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 TwinCATS FY 2017-2020 TIP consistent with the goals of the TwinCATS 2040 Long Range Transportation Plan, is fiscally constrained, conforms with Air Quality Standards and hereby approves the FY 2017-2020 TwinCATS Transportation Improvement Program.

ATTEST:

Barbara Cook, Chair
Southwest Michigan Planning Commission

ATTEST:

John Egelhaaf, Executive Director
Southwest Michigan Planning Commission



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.

JASON
MICHAEL
CIAVARELLA

Digitally signed by JASON
MICHAEL CURVARELLA
DN: cn=US, ou=US, givenName=
ou=DOT FRANCHISE, ou=FTA
FRANCHISE, email=JASON
MICHAEL.CURVARELLA
Date: 2016.08.18 12:50:00 -0500

R. Stewart McKenzie
Community Planner
Federal Transit Administration

ANDREW
C PICKARD

Digitally signed by ANDREW C. PICKARD
DN: cn=US, c=US, Government,
ou=DOT HAWAII, email=andrew.pickard@hawaii.gov,
cn=ANDREW C. PICKARD
Date: 2015.06.26 11:52:13 -600

Andy Pickard
Senior Transportation Planner
Federal Highway Administration

APPENDIX B: PROJECT PRIORITIZATION

In cooperation with MPO committee members, SWMPC staff developed a project prioritization scoring system. A subcommittee was formed to consult on the weighting, and at the January 2016 meeting, the TwinCATS committees approved the project prioritization system. Ultimately the Policy Committee has final authority on which projects are funded and two projects that did not score well were nevertheless selected for funding.

This project prioritization system serves as a guiding document in project selection, and project selection will be made only after debate in an open, public process. The project selection committee will recommend projects to the Technical Advisory Committee, who will then recommend projects to the selection subcommittee. During the initial project selection process, projects will be evaluated both with and without Section 2 and Section 6a and 6b to see whether those criteria make a difference in the selection process. The public will have an opportunity to inform project selection at each stage of the process. The ultimate authority for project selection still lies with the TwinCATS Policy Committee.

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 47 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 (4 points total possible)

4 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: Complete Streets (4 points possible total)

a. Complete Streets Policy (3 points possible)

3 points if project meets the Complete Streets Policy

0 points if project qualifies for an exemption (project can just proceed)

b. Connectivity (1 point possible)

1 point if the pedestrian and bicycle elements of the project connect to existing bicycle and pedestrian facilities or those that can reasonably expect to be completed during 2016-2020.

Section 5: System Preservation (18 points possible total)

a. PASER Rating (10 points possible)

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

8 points if road's most recent PASER Rating is 5-6

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

b. Extension of Service Life of Road (8 points possible) per MDOT criteria, but we defer to engineering judgment as well.

8 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 (14 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 more than 10,000 vehicles per day

4 points if ADT is between 5,000 and 9,999 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. National Functional Classification (3 points possible)

3 points if project is located on an Interstate or Other Principal Arterial

2 points if project is located on a Minor Arterial or Major Collector

1 point if project is located on a minor collector

h. Project Continuity (2 points possible)

2 points if project continues resurfacing, reconstruction or Preventative Maintenance on segment of roadway adjacent to a resurfacing, reconstruction or Preventative project done during the 2014-2017 TIP cycle or through Rural Task Force funding. For example: if Colfax Avenue from May to Britain was resurfaced in 2015, a resurfacing project on Colfax from Britain to BL-94 would count as an adjacent segment.

A Grand Total of 47 points are possible.

APPENDIX C: PROJECT SHEETS FOR ALL LOCALLY PROPOSED PROJECTS AND TCATA PROJECT LIST

Project sheets start on following page.



**2017-2020 STBG FUNDED
PROJECT**

Colfax Avenue

Project Name: Colfax Avenue

MDOT Job Number: 130791

Project Limits: May to Emery

Project Length: 0.25 miles

Location: City of Benton Harbor

Responsible Agency: City of Benton Harbor

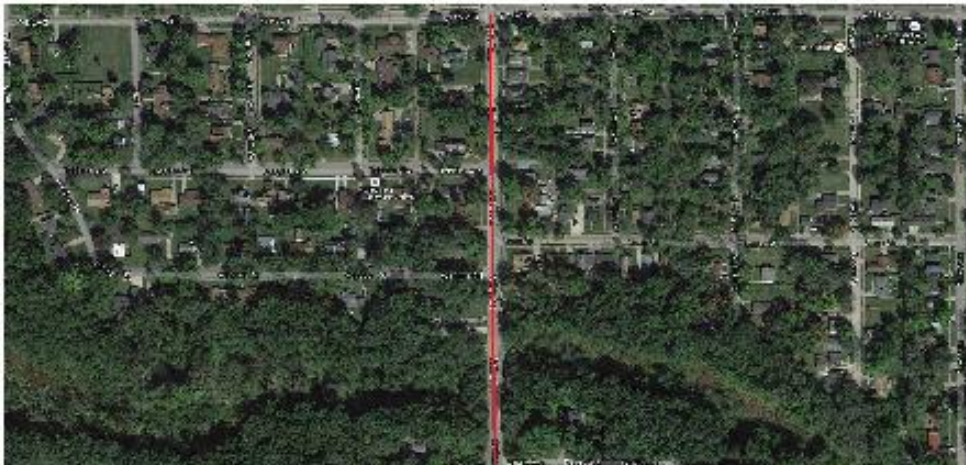
Year of TwinCATS Funding Award: 2019

Improvement Type: Resurface

Phase: CON

Complete Streets: Conforms

Work Description: Full mill and fill of roadway with HMA including remove and replace ADA ramps where necessary to comply with current ADA requirements, improvement of crosswalks, addition of bicycle lanes, and storm system improvements. The City intends to complete sanitary sewer and water system improvements concurrently based upon ongoing asset management studies.



Federal Cost: \$186,000

Federal Funding Source: STUL

Local Cost: \$42,000

Local Funding Source: City of Benton Harbor

Total Cost: \$228,000



**2017-2020 STBG FUNDED
PROJECT**

Hilltop Road

Project Name: Hilltop Road

MDOT Job Number: 126674

Project Limits: BL-94 to M-63

Project Length: 0.6 miles

Location: City of St. Joseph/St. Joseph Township

Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2017

Improvement Type: Restore & Rehabilitate

Phase: CON

Complete Streets: Conforms

Work Description: Hot patch and micro surface



Federal Cost: \$652,000

Federal Funding Source: STUL

Local Cost: \$145,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$797,000



**2017-2020 STBG FUNDED
PROJECT**

John Beers Road

Project Name: John Beers Road

MDOT Job Number: 120849

Project Limits: Hollywood Road to 0.51 miles West

Project Length: 0.51 miles

Location: Royalton Township

Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2017

Improvement Type: Resurface

Phase: CON

Complete Streets: Conforms

Work Description: Resurface existing pavement that already has 4 foot wide shoulders.



Federal Cost: \$192,000

Federal Funding Source: STUL

Local Cost: \$47,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$239,000



**2017-2020 STBG FUNDED
PROJECT**

John Beers Road

Project Name: John Beers Road

MDOT Job Number: 130789

Project Limits: Hollywood Road to Scottdale Road

Project Length: 1.07 miles

Location: Royalton Township

Responsible Agency: Berrien County Road Commission

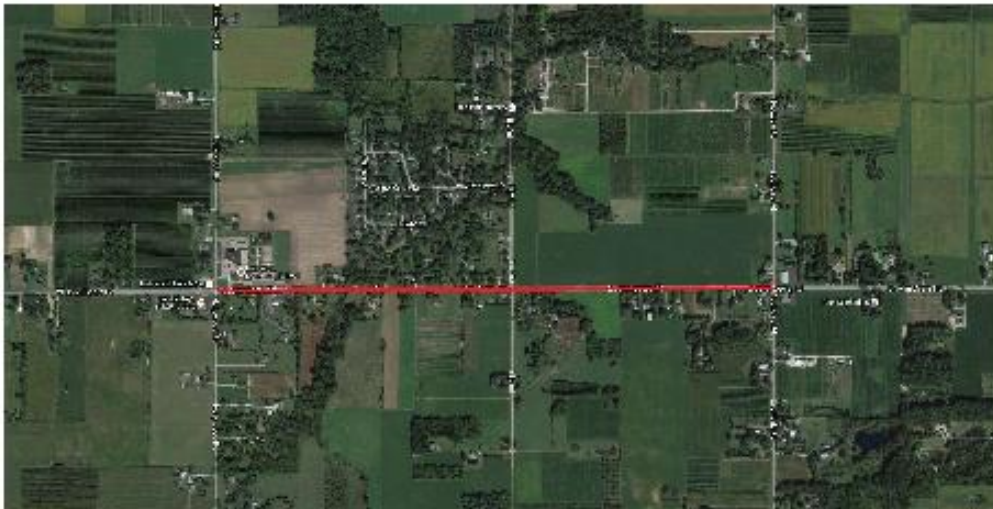
Year of TwinCATS Funding Award: 2019

Improvement Type: Resurface

Phase: CON

Complete Streets: Conforms

Work Description: Construct 5 foot wide paved shoulders and resurface.



Federal Cost: \$350,000

Federal Funding Source: STUL

Local Cost: \$129,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$479,000



**2017-2020 STBG FUNDED
PROJECT**

Langley & Broad

Project Name: Langley Avenue &
Broad Street (Advance Construct)

MDOT Job Number: 130792

Project Limits: Pearl Street to Department of Public Works Entrance

Project Length: 0.25 miles

Location: City of St. Joseph

Responsible Agency: City of St. Joseph

Year of TwinCATS Funding Award: 2017

Improvement Type: Reconstruct

Phase: CON

Complete Streets: Conforms

Work Description: Full reconstruction of roadway with HMA or concrete pavement including curb and gutter, remove and replace ADA ramps as needed to meet current standards, install new storm sewer and sanitary sewer. Replace sidewalk, driveways and water main as needed. This project is being undertaken as part of the City's ongoing combined sewer overflow (CSO) program and includes inline storage.



Federal Cost: \$0

Federal Funding Source: -

Local Cost: \$670,000

Local Funding Source: City of St. Joseph

Total Cost: \$670,000



2017-2020 STBG FUNDED PROJECT

Langley & Broad

Project Name: Langley Avenue & Broad Street (Advance Construct Conversion from 2017) **MDOT Job Number:** 130792

Project Limits: Pearl Street to Department of Public Works Entrance

Project Length: 0.25 miles

Location: City of St. Joseph

Responsible Agency: City of St. Joseph

Year of TwinCATS Funding Award: 2018

Improvement Type: Reconstruct

Phase: CON

Complete Streets: Conforms

Work Description: Full reconstruction of roadway with HMA or concrete pavement including curb and gutter, remove and replace ADA ramps as needed to meet current standards, install new storm sewer and sanitary sewer. Replace sidewalk, driveways and water main as needed. This project is being undertaken as part of the City's ongoing combined sewer overflow (CSO) program and includes inline storage.



Federal Cost: \$460,000

Federal Funding Source: STUL

Local Cost: \$0

Local Funding Source: -

Total Cost: \$460,000



**2017-2020 CMAQ FUNDED
PROJECT**

Lemon Creek Rd Non-Motorized

Project Name: Lemon Creek Road Non-Motorized Path

Project Limits: 1st Street to Ruggles Road

Project Length: 0.89 miles

Location: Baroda Township

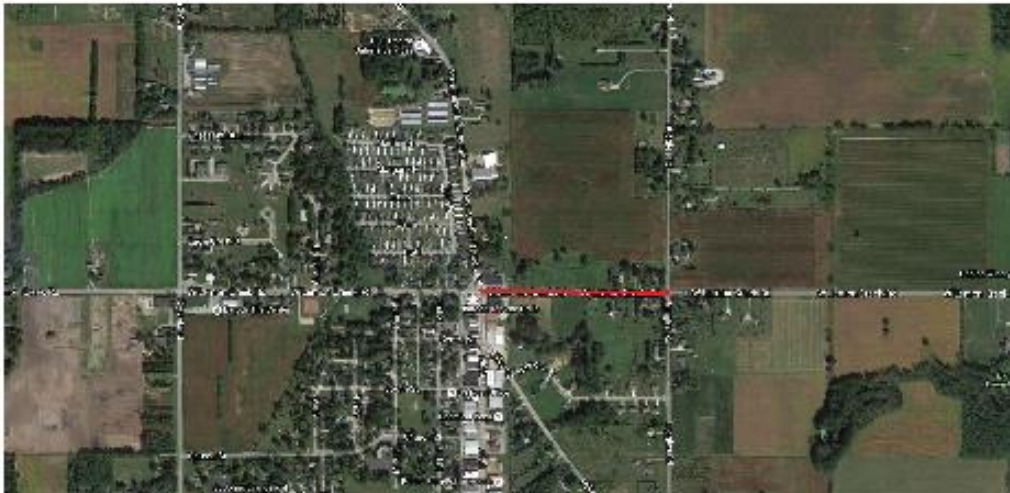
Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2018

Improvement Type: Construction

Phase: CON

Work Description: Construct a non-motorized path on Lemon Creek Road.



Federal Cost: \$242,000

Federal Funding Source: CMAQ

Non-Federal Cost: \$54,000

Total Cost: \$296,000



**2017-2020 STBG FUNDED
PROJECT**

Marquette Woods

Project Name: Marquette Woods Road **MDOT Job Number:** 130787

Project Limits: Roosevelt Road to Cleveland Avenue

Project Length: 0.49 miles

Location: Lincoln Charter Township

Responsible Agency: Berrien County Road Commission

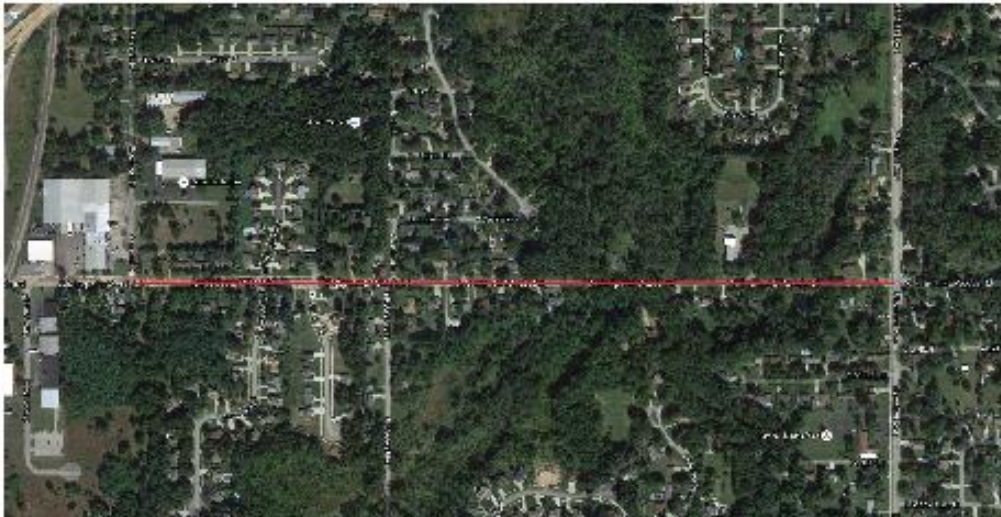
Year of TwinCATS Funding Award: 2020

Improvement Type: Resurface

Phase: CON

Complete Streets: Conforms

Work Description: Widen shoulders to 6 feet paved, resurface existing HMA surface. Work requires widening of existing bridge over Hickory Creek to accommodate pedestrian use. Remaining \$654,000 will be funded out of TAP grant and local match.*



Federal Cost: \$400,000

Federal Funding Source: STUL

Local Cost: \$100,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$1,154,000*



**2017-2020 CMAQ FUNDED
PROJECT**

Napier Avenue & Leeds Avenue

Project Name: Napier & Leeds Avenue Traffic Signal

Project Limits: -

Project Length: -

Location: Benton Charter Township

Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2020

Improvement Type: Traffic ops/safety

Phase: CON

Work Description: Replace traffic signal at Napier Avenue and Leeds Avenue.



Federal Cost: \$240,000

Federal Funding Source: CMAQ

Non-Federal Cost: \$0

Total Cost: \$240,000



**2017-2020 STBG FUNDED
PROJECT**

Napier Avenue

Project Name: Napier Avenue

MDOT Job Number: 130865

Project Limits: I-94 to 4300 feet West

Project Length: 0.77 miles

Location: Benton Charter Township

Responsible Agency: Berrien County Road Commission

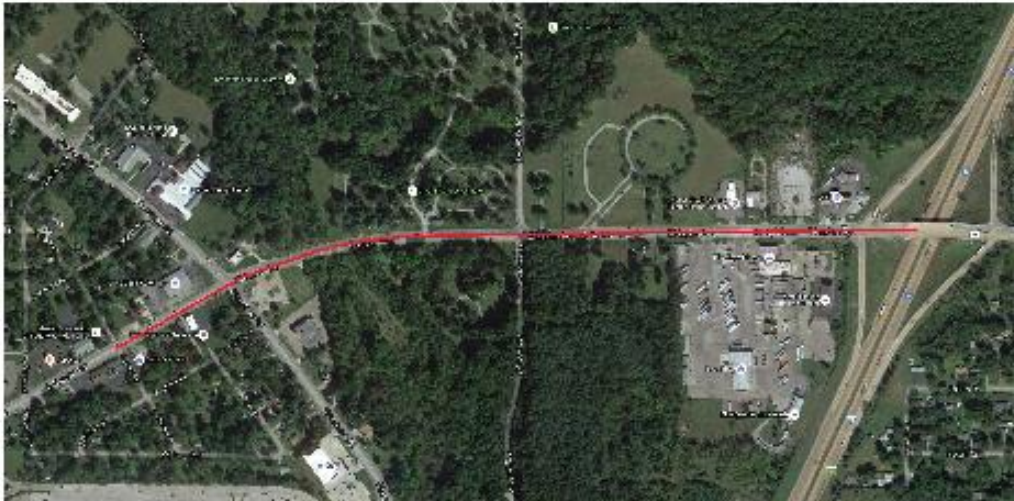
Year of TwinCATS Funding Award: 2020

Improvement Type: Resurface

Phase: CON

Complete Streets: Exemption granted

Work Description: Mill and fill. ADA sidewalk upgrades as required.



Federal Cost: \$471,000

Federal Funding Source: STUL

Local Cost: \$104,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$575,000



2017-2020 STBG FUNDED PROJECT

Napier Avenue

Project Name: Napier Avenue

MDOT Job Number: 130790

Project Limits: St. Joseph River to 3700 feet East

Project Length: 0.87 miles

Location: St. Joseph Charter Township

Responsible Agency: Berrien County Road Commission

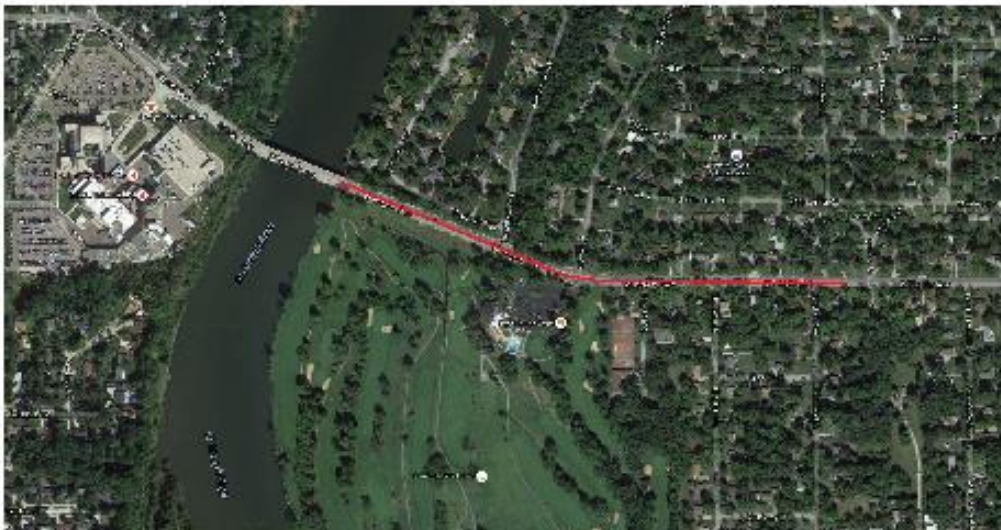
Year of TwinCATS Funding Award: 2019

Improvement Type: Resurface

Phase: CON

Complete Streets: Exemption granted

Work Description: Mill and fill. ADA sidewalk upgrades as required.



Federal Cost: \$335,000

Federal Funding Source: STUL

Local Cost: \$74,000

Local Funding Source: Berrien County Road Commission

Total Cost: \$409,000



**2017-2020 STBG FUNDED
PROJECT**

Nickerson Ave

Project Name: Nickerson Avenue

MDOT Job Number: 130797

Project Limits: M-139 to 700 feet East of Woodley

Project Length: 0.643 miles

Location: Sodus Township

Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2018

Improvement Type: Resurface

Phase: CON

Complete Streets: Exemption granted

Work Description: Mill and fill 2 inches.



Federal Cost: \$143,000

Federal Funding Source: STUL

Local Cost: \$32,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$175,000



**2017-2020 CMAQ FUNDED
PROJECT**

S Roosevelt Road Non-Motorized

Project Name: S Roosevelt Road Non-Motorized Path

Project Limits: Hidden Pines Trail to Marquette Woods Road

Project Length: 0.31 miles

Location: Lincoln Charter Township

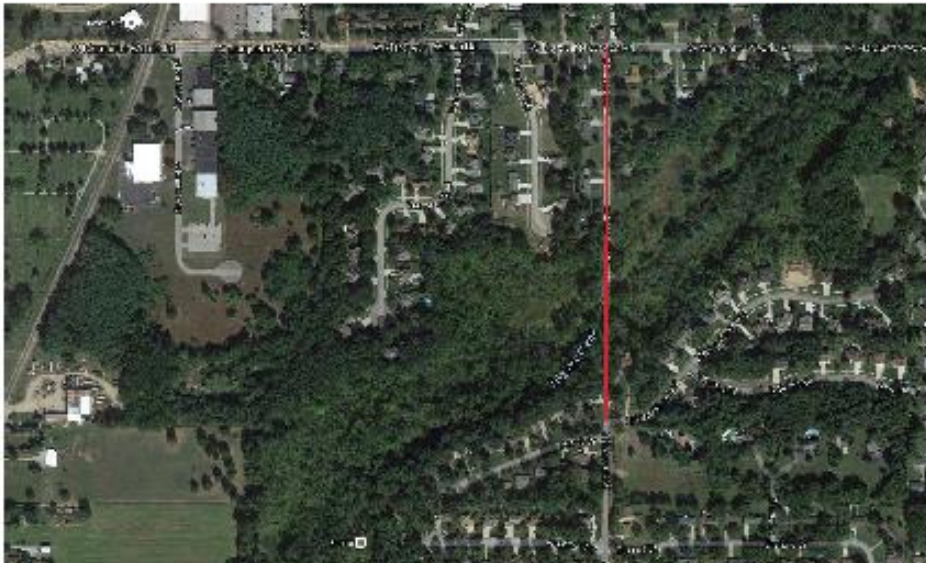
Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2019

Improvement Type: Non-Motorized Path

Phase: CON

Work Description: Construct a non-motorized path on S. Roosevelt Road from Hidden Pines Trail to Marquette Woods Road. It will cross over Hickory Creek.



Federal Cost: \$398,000

Federal Funding Source: CMAQ

Non-Federal Cost: \$137,000

Total Cost: \$535,000



**2017-2020 STBG FUNDED
PROJECT**

Shawnee Road

Project Name: Shawnee Road

MDOT Job Number: 130793

Project Limits: Jericho Road to Date Road

Project Length: 0.50 miles

Location: Lake Charter Township

Responsible Agency: Berrien County Road Commission

Year of TwinCATS Funding Award: 2018

Improvement Type: Reconstruct

Phase: CON

Complete Streets: Conforms

Work Description: Construct 5 foot wide paved shoulders and resurface.



Federal Cost: \$269,000

Federal Funding Source: STUL

Local Cost: \$184,000

Local Funding Source: Berrien County Road
Commission

Total Cost: \$453,000

Table 28. TCATA Projects

TCATA Projects 2017-2020						
Project	Type	Federal Fund Source	Federal Cost (\$1000s)	State Cost (\$1000s)	Local Cost (\$1000s)	Total Cost (\$1000)
2017						
Replace 3 Buses	Capital	5307	205	51	0	256
Replace 4 Buses*	Capital	5307	44	11	0	54
Operating Expenses	Operations	5307	777	659	406	1,842
Mobility Manager	Capital	5310	60	15	0	75
Replace 1 Bus	Capital	5339	68	17	0	85
Job Access Reverse Commute	Operations		0	386	0	386
Total			1,154	1,139	406	2,698
2018						
Operating Expenses	Operations	5307	777	659	406	1,842
Mobility Manager	Capital	5310	60	15	0	75
Facilities Improvements	Capital	5339	80	20	0	100
Job Access Reverse Commute	Operations		0	386	0	386
Total			917	1,080	406	2,403
2019						
Operating Expenses	Operations	5307	816	692	406	1,914
Mobility Manager	Capital	5310	60	15	0	75
Replace 1 Bus	Capital	5339	72	18	0	90
Job Access Reverse Commute	Operations		0	386	0	386
Total			948	1,111	406	2,465
2020						
Operating Expenses	Operations	5307	857	726	406	1,989
Mobility Manager	Capital	5310	60	15	0	75
Replace 1 Bus	Capital	5339	74	19	0	93
Job Access Reverse Commute	Operations		0	386	0	386
Total			991	1,146	406	2,543

*Remaining funding coming from CMAQ

APPENDIX D: TIP AMENDMENT POLICY

Transportation Improvement Program Administrative Modification & Amendment Policy

Adopted October 19, 2015

This document provides guidance that defines the types of revisions to Twin Cities 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 TwinCATS 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:

1. **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”
2. **The current Twin Cities Area Transportation Study Metropolitan Transportation Plan**
http://www.swmpc.org/nats_2040.asp
3. **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."
4. The Twin Cities 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, TwinCATS 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 Twin Cities 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
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
Change in Fiscal Year			
To move a federally funded project to another year in 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 (less than will be an Administrative Modification)		X	X
FUNDING			
To increase or decrease 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		
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*	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, redemonstration 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 TwinCATS 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.

Regional transpo board lays out vision for upcoming projects

Public invited to weigh in on TwinCATs projects

By RALPH HEIBUTZKI
HP Correspondent

ST. JOSEPH — A \$652,000 water main replacement and sidewalk upgrade along Hilltop Road is among 11 projects in line for federal highway funding assistance.

Twin Cities Area Transportation Study (TwinCATs) members will finalize the list of projects at 9 a.m. Monday at St. Joseph City Hall in the second-floor City Commission chambers. The public is invited to attend.

Projects that make it onto the final shortlist will go into a three-year construction cycle running from 2017 through 2020, said Gautam Mani, an associate planner with the Southwest Michigan Planning Commission — which provides technical assistance to TwinCATs.

"The TwinCATs area gets an annual allocation of federal funds to spend on

transportation projects. These are surface transportation projects dealing with road reconstruction and resurfacing," Mani said. "This is the largest block of funding that this group gets to program."

Funds can also be used for related purposes, such as installing bike lanes or upgrading facilities for people with disabilities, he said.

Monday's meeting will cap a process that began with 29 projects and about \$14 million in requested funds, Mani said.

However, only \$3.5 million in federal funding is available to cover local needs — making it necessary to trim the list, which a subcommittee of TwinCATs did last week.

"Each (member) jurisdiction identified its top priority, and that's what was recommended for funding," Mani said.

The commission is taking public comment on projects until mid-May, Mani said. An online form for that purpose will be posted on the SWPC website after Monday's meeting.

"None of them are a done deal, and they will not

be finalized until a lot more analysis has been done on them. But, because this is a critical stage, we're encouraging that comment now," Mani said.

Once the final list is determined Monday, the remaining projects will go into the Michigan Department of Transportation's system, Mani said.

"These projects (will) continue to guide development of the Transportation Improvement Program, which is a document that shows how these projects make progress toward TwinCATs' long-term goals, and whether they meet environmental and other regulations," he said.

That work should be finished by June, and then sent on to MDOT, and the Federal Highway Administration (FHWA), he added.

The 2017-20 Project Lineup includes:

■ A 1-mile milling of Hilltop Road (from Business Loop 94 to Niles Avenue, city of St. Joseph), water main replacement and sidewalk upgrades to comply with Americans with Disabilities Act standards.

The Berrien County

Road Commission is doing the project, which has a \$796,579 estimated cost.

The lion's share (\$652,000) would come out of federal Surface Transportation funds, leaving \$144,579 as the local match.

■ A half-mile overlay and installation of 5-foot wide shoulders on John Beers Road in Royalton Township.

The Road Commission is doing this project for an \$234,775 estimated cost. The federal share is \$192,163, and the local match is \$42,612.

■ A \$27,762 reimbursement to Shoreham to cover a 0.3-mile reconstruction of Brown School Road, which it completed in fall 2015.

"The village footed a larger portion of the bill than they needed to because there were no federal funds available. They wanted to build the project in 2015, so they paid upfront with the promise of reimbursement when there were federal funds," Mani said.

■ The 2018 project list includes: A 0.25-mile reconstruction of Langley Avenue and Broad Street (Pearl Street

to Department of Public Works entrance) in St. Joseph, which includes curb and gutter work, and new sanitary and storm sewer.

The estimated cost is \$3.6 million. The city is doing the project as part of its combined sewer overflow program, for which it would receive \$460,000 in federal STP funds.

■ A 0.65-mile mill and fill of Nickerson Avenue (M-139 to 700 feet east of Woodley, Sodus Township).

The Road Commission is doing this work for a \$175,000 estimated cost.

The federal share is \$143,000 and the local match is \$32,000.

■ A 0.5-mile reconstruction of Shawnee Road (from Jericho to Date roads, Lake Township) by the Road Commission, which also plans on installing 5-foot wide shoulders.

The estimated cost is \$453,000. The federal government would pay \$268,925 and the local match is \$184,075.

■ The 2019 project list includes:

A 0.27-mile resurfacing of Colfax Avenue south (May to Emery streets, city

The Twin Areas Transportation Study serves 14 municipalities on transportation issues in an area running from Hagar Township to Lake Township.

TwinCATs consists of two committees, the Technical Advisory Committee, and the Policy Committee — whose members include local elected officials, residents and transit providers, and representatives of Federal Highway Administration and Michigan Department of Transportation.

Meetings are held at Michigan Works! or at St. Joseph City Hall on the third Monday of the month.

For more information, visit <http://www.swmpc.org/twincats.asp>.

of Benton Harbor), which includes the addition of bike lanes, better crosswalks and storm sewer improvements, for a \$228,000 estimated cost.

The federal share is \$186,000 and the local match is \$42,000.

■ A 1.21-mile mill and mill of Napier Avenue

See TWINCATS, page B2



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

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

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In accordance with the FAST Act, the TwinCATS MPO will be voting on approval of the four year Transportation Improvement Program (TIP) for FY 2017-2020, which includes all federal funded transportation projects occurring from October 1, 2016 through September 30, 2020. A draft copy of the TIP will be posted to: <http://www.swmpe.org/tcats1720tip.asp> by June 15th. TwinCATS will also be proposing amendments to the current 2014-2017 TIP. The public is encouraged to make comments at the meeting on these changes. This vote will be taking place at the TwinCATS meeting. The details for the meeting are below.

WHEN:

Monday, June 20th

Technical Advisory Committee: 9:00 AM

Policy Committee: 10:30 AM.

WHERE

Kinexus (Michigan Works!)

Anchor Rooms A+B

499 W. Main St. Benton Harbor, MI 49022

Accessible from the Blue and Red line

Comments or questions can be sent to

Kim Gallagher at

gallagherk@swmpc.org or by calling

(269) 925-1137 x1518.



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: Twin Cities Area Transportation Authority

Members of the Public
are Encouraged to Attend and Participate!

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APPENDIX F: CONSULTATION COMMENTS RECEIVED

INSERT ONCE RECEIVED

APPENDIX G: PUBIC COMMENTS RECEIVED

Print Current Page

98.3 The Coast - Today's Best Mix



Posted: Wednesday, 13 April 2016 8:40PM

Berrien Health Board Asks For Safer, Healthier Napier Avenue

andrewwsjm Reporting

The Berrien County Board of Health wants to see a safer and healthier Napier Avenue. Last week, it sent a letter to the Twin Cities Area Transportation Study Policy Committee asking for the road to be made into a "Complete Street," with sidewalks, crosswalks, and other amenities when it's repaved in 2019 and 2020. Health Department spokesperson Gillian Conrad says such features are needed for those who don't drive.

"We have done some studies regarding the residents in that corridor, and we know that 30% of residents in that area do not own a vehicle," Conrad told WSJM. "So, we do have a percentage of the population relying on non-motorized transport."

Conrad says having sidewalks on Napier Avenue would be both a health and a safety benefit. TwinCATS is now taking public comment on its 2017-2020 roads plan. Included in it is the repaving of Napier in two phases. Southwest Michigan Planning Commission Associate Planner Gautam Mani says TwinCAT members are well aware of the concerns involving the road, but have concerns of their own.

"The townships have very valid concerns about the costs of maintenance, and they're also concerned about property ownership along that corridor and how much right of way would need to be purchased, Mani told WSJM."

Still, Mani says the installation of sidewalks on Napier Avenue could become part of the plan. The 14 members of the TwinCATS committee will vote on it June 20. Currently, the plan calls for Napier to be repaved from the St. Joseph River to just short of Colfax in 2019. In 2020, the road would be repaved from I-94 to just short of M-139. The total cost of the projects would be \$984,000, all paid for with federal funds.

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Richard (Dick) Stauffer
Chair, TwinCATS Policy Committee
2055 John Beers Road
Stevensville, MI 49127

Dear TwinCATS Policy Committee members:

On behalf of Be Healthy Berrien, I'm writing to request the inclusion of pedestrian and bicycle infrastructure improvements in the Napier Avenue projects within the 2017-2020 Transportation Improvement Program (TIP). Be Healthy Berrien is a community-wide initiative working to reduce obesity and chronic illness by creating healthier places to live, work, learn, and play. Our partners include Berrien County Health Department, Lakeland Health, Southwest Michigan Planning Commission, United Way of Southwest Michigan, Benton Harbor-St. Joseph YMCA, and Niles-Buchanan YMCA. One of Be Healthy Berrien's priorities is advocating for complete streets initiatives, making it safer and easier for people to choose walking, cycling, and other non-motorized movement for transportation and to improve their health.

Bicycle and pedestrian accommodation along Napier Avenue between Niles Avenue and M139 is a critical need in our community. Many commercial and non-residential resources, including schools, along Napier Avenue need to be accessed by people via foot and bicycle. However, the way in which that corridor is currently structured creates significant barriers. The lack of pedestrian or bicycle accommodations – lack of sidewalks and crosswalks, lack of bicycle paths, poor lighting, and high-speed traffic – puts undue burdens on those who rely on walking or biking for transportation versus those in automobiles. In some neighborhoods along this Napier Avenue corridor, as many as 30% of households do not have a vehicle. Between 2000 and 2009, 11 pedestrian and bicycle crashes occurred on Napier Avenue, resulting in 8 injuries, and 2 fatalities.

In addition to walking for transportation, many people choose walking as a way to improve their health. In 2011, 40% of adults in Berrien County were obese and another 31% of adults were overweight. Obesity is the leading cause of many of the most common and costly medical problems like diabetes, heart disease, and high blood pressure. Regular physical activity through walking, bicycling and other non-motorized movement can reduce and prevent obesity and related diseases. Walking is the most common physical activity among Berrien County residents, with 59.0% of adults reporting walking regularly. However, lack of safe places to walk is a major barrier to those seeking to improve their health with physical activity through walking.

Safe alternatives for pedestrians and bicycles on Napier Avenue between Niles Avenue and M-139 should be added during the pending projects in the 2017-2020 TIP. Creating a more pedestrian-friendly corridor can lead to long-lasting improvements for today's community members as well as for generations that follow. A single major repair such as those currently considered for Napier Avenue tend to last between seven and twenty years; almost an entire

Be Healthy Berrien is a union of organizations working to reduce obesity in Berrien County through policy, systems, and environmental change



generation. We cannot put another generation in danger because of the bad infrastructure design of Napier Avenue.

Berrien County Road Commission, St. Joseph Charter Township, and Benton Charter Township, along with TwinCATS, have an obligation to follow the Complete Streets and pedestrian improvement guidelines set forth in the TwinCATS Long Range Plan and St. Joseph Charter Township master plans as well as the TwinCATS Complete Streets policy.

Respectfully,

Heather Cole
Director, Be Healthy Berrien
2015 Lakeview Avenue
Saint Joseph, MI 49085
269-982-1700 x. 25
Heather.cole@uwsn.org

cc: Benton Charter Township
St. Joseph Charter Township

Be Healthy Berrien is a union of organizations working to reduce obesity in Berrien County through policy, systems, and environmental change

Q4 4. Please share your comments, suggestions, concerns here regarding the above project:

Answered: 5 Skipped: 0

Responses	Date
Napier desperately needs a sidewalk or some way to accommodate pedestrians and bicyclists. I know people that have to walk on Napier in order to get to work, and I often see people walking and riding their bikes through people's lawns. This is not safe for the pedestrians, cyclists, and motorists. Please, make Napier (particularly between Miami Rd and M-139) safer.	4/17/2016 11:29 PM
PLEASE put in sidewalks along Napier. I live on Napier and I can't believe how many people walk up and down this street. They need sidewalks for safety. Numerous times I have almost hit somebody accidentally because they were walking in the street. Also, it is not easy to take bikes or strollers down to a side street to go for a walk or bike ride. Sidewalks would greatly enhance neighbor communications.	4/13/2016 11:04 PM
It is completely necessary for a safer way for people to walk or bike to and from saint Joseph/Benton harbor. I am very surprised deaths have not happened. This should be addressed before it does happen.	4/13/2016 10:09 PM
I'm writing to request the inclusion of pedestrian and bicycle infrastructure improvements in the Napier Avenue projects. Bicycle and pedestrian accommodation along Napier Avenue between Niles Avenue and M139 is a critical need in our community. Many commercial and non-residential resources, including schools, along Napier Avenue need to be accessed by people via foot and bicycle. However, the way in which that corridor is currently structured creates significant barriers. The lack of pedestrian or bicycle accommodations – lack of sidewalks and crosswalks, lack of bicycle paths, poor lighting, and high-speed traffic – puts undue burdens on those who rely on walking or biking for transportation versus those in automobiles. In some neighborhoods along this Napier Avenue corridor, as many as 30% of households do not have a vehicle. Between 2000 and 2009, 11 pedestrian and bicycle crashes occurred on Napier Avenue, resulting in 8 injuries, and 2 fatalities. In addition to walking for transportation, many people choose walking as a way to improve their health. In 2011, 40% of adults in Berrien County were obese and another 31% of adults were overweight. Obesity is the leading cause of many of the most common and costly medical problems like diabetes, heart disease, and high blood pressure. Regular physical activity through walking, bicycling and other non-motorized movement can reduce and prevent obesity and related diseases. Walking is the most common physical activity among Berrien County residents, with 59.0% of adults reporting walking regularly. However, lack of safe places to walk is a major barrier to those seeking to improve their health with physical activity through walking. Safe alternatives for pedestrians and bicycles on Napier Avenue between Niles Avenue and M-139 should be added during the pending projects in the 2017-2020 TIP. Creating a more pedestrian-friendly corridor can lead to long-lasting improvements for today's community members as well as for generations that follow. A single major repair such as those currently considered for Napier Avenue tend to last between seven and twenty years; almost an entire generation. We cannot put another generation in danger because of the bad infrastructure design of Napier Avenue. Berrien County Road Commission, St. Joseph Charter Township, and Benton Charter Township, along with TwinCATS, have an obligation to follow the Complete Streets and pedestrian improvement guidelines set forth in the TwinCATS Long Range Plan and St. Joseph Charter Township master plans as well as the TwinCATS Complete Streets policy.	3/23/2016 9:18 AM
Strongly encourage looking for grants to have a complete street on Napier Avenue based on the health challenges of the people in the community. There are 30% or so without cars who live in the neighborhood and crossing Napier or walking along it has been deadly. I realize it is difficult for Benton Township to come up with the money to do the complete street and I don't want them to be criticized but rather helped with finding the money.	3/18/2016 6:25 PM

Herald Palladium Article: April 7, 2016

Board of Health calls for a safer Napier Avenue

By JOHN MATUSZAK - HP Staff Writer | Posted: Thursday, April 7, 2016 6:00 am

BENTON TOWNSHIP — The Berrien County Board of Health and health department staff members say that making Napier Avenue safer for people on foot or on bikes could be a matter of life or death.

The board on Wednesday endorsed a letter to the Twin Cities Area Transportation Study Policy Committee asking that safety features for walkers and cyclists be added to plans for resurfacing Napier Avenue from the St. Joseph River to M-139.

“We cannot put another generation in danger because of the bad infrastructure design of Napier Avenue,” a report from Be Healthy Berrien, which includes the health department, states. “People who rely on walking and biking to live, work, worship, attend school and travel along Napier Avenue suffer an undue burden of an increased risk of accidents and injuries. Between 2000 and 2009, 11 pedestrians and bicycle crashes occurred on Napier Avenue, resulting in eight injuries and two fatalities.”

The TwinCATS committee has included resurfacing Napier Avenue in its list of 11 projects to be submitted to the Federal Highway Administration and the Michigan Department of Transportation. Work is slated for 2019 and 2020 for road improvements on the avenue that runs through St. Joseph and Benton townships.

The Board of Health asks that a corridor study be completed before the design phase for Napier Avenue is done.

The TwinCATS committee is set to vote on the transportation plan May 16, and the public comment period ends April 22.

The Be Healthy Berrien report said that this busy section of Napier has the fifth-highest number of crashes of any road in the TwinCATS area, and is only six crashes behind the riskiest roadway, M-63.

Napier sees a lot of pedestrian traffic, as shown by the worn-down foot paths in the grass.

“The lack of sidewalks and crosswalks, lack of bicycle paths, poor lighting and high-speed traffic puts undue burdens on those who rely on walking or biking for transportation,” the report said.

Many of the area’s residents have no choice but to walk or bike to stores, schools and churches, with as many as 30 percent of households without a vehicle.

Nicki Britten, the health department’s deputy health officer, said that sidewalks, crosswalks and bike lanes do more for residents’ health than protect them from vehicles.

“We know that walking and cycling are good ways to build physical activity,” Britten told the board. But people need safe spaces to do these activities, she said.

The Be Healthy Berrien report notes that 59 percent of the county’s adults said they walk regularly for exercise. “However, lack of safe places to walk is a major barrier to those seeking to improve their health with physical activity through walking.”

That exercise is needed. In 2011, 40 percent of Berrien County adults were found to be obese, and another 31 percent were overweight.

Britten said people in neighborhoods with safe streets socialize more and are more connected to their communities.

Making the roadway safer could even boost the local economy. The health department’s letter to TwinCATS says that conversations with residents show that they would walk to nearby businesses if the way were safer.

One bump is that the Berrien County Road Commission would be responsible for Napier Avenue, while the townships would be responsible for maintaining the sidewalks.

Berrien County Commissioner Bill Chickering, liaison to the Board of Health, said St. Joseph Township officials are in favor of taking steps to make their section of Napier safer, and have set aside funding to accomplish this.

Chickering said this is “a very complicated issue.”

The Board of Health concedes that there is no simple solution, but it asks TwinCATS and the townships to adhere to their own Complete Streets pedestrian improvement guidelines, adopted in 2014.

“Failure to include Complete Streets design elements in the proposed Napier Avenue project would ensure that at least another generation will not have access to safe non-motorized transportation accommodations,” the health department letter warns.

TwinCATS Technical Advisory Meeting: April 2016

Heather Cole, the Director of Be Healthy Berrien, commented that Be Healthy Berrien encouraged the TwinCATS Policy Committee to adopt safe bicycle and pedestrian solutions as part of resurfacing efforts on Napier Avenue from the St. Joseph River and M-139. The lack of safe facilities for pedestrians and bicyclists on this corridor is a serious issue for people trying to access employment, education, healthcare, and healthy food. A substantial portion of the population in the neighborhoods that border Napier Avenue does not have access to automobiles. Sidewalks and bicycle lanes on Napier Avenue can help increase the vitality of residents and businesses along the corridor. Over 71% of adults in Berrien County are either obese or overweight. Safe places to walk or bike are critical to increasing activity and reducing rates of childhood and adult obesity. Be Healthy Berrien recommended that TwinCATS TAC and Policy Committees follow the Complete Streets Policy they adopted and work with the townships to install full bicycle and pedestrian facilities in conjunction with the Napier Avenue resurfacing projects in 2019 and 2020.

Stauffer commented that he had received a letter addressed to the Policy Committee regarding Napier Avenue directly from the Berrien County Health Department, and asked that it be added to the record of TwinCATS' activities.

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APPENDIX H: TWINCATS COMMITTEE MEMBERS

TwinCATS 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 Benton Harbor-St. Joseph Urban Area as it relates to TwinCATS. Deliberations, findings and approvals of the Policy Committee shall be made after due consideration of the recommendations of the TwinCATS Technical Advisory Committee. **Ex-officio means nonvoting member.* ** Consultant *** Alternate

Policy Committee Members

Officers

Chair: Richard Stauffer, Lincoln Charter Township (term expires September 2016)

Vice-Chair: Tim Lynch: Berrien County Road Commission (term expires September 2016)

Municipalities

City of Benton Harbor, Darwin Watson

Benton Charter Township, Carolyn Fowler

City of Bridgman, Juan Ganum

Village of Grand Beach, Vacant

Lake Charter Township, Gloria Payne

Village of Michiana, Vacant

Royalton Township, Steve Tilly

Village of Shoreham, John Olson**

City of St. Joseph, John Hodgson

Sodus Township, David Chandler

St. Joseph Charter Township, Denise Cook, Roger Seely***

Village of Stevensville, John Olson* *

Counties

Berrien County Board of Commissioners, Bill Chickering

Berrien County Planning Commission, William Hodge

Public Transit

Twin Cities Area Transportation Authority, Bill Purvis

Agencies

MDOT Kalamazoo Service Group-

Cornerstone Alliance, Cathy Tilley

MDOT Southwest Region, Jason Latham ***

MDOT Statewide Planning, John Lanum, David Fairchild***

Southwest Michigan Regional Airport/St. Joseph River Harbor Authority, Vince Desjardins.

FHWA, *Andrea Dewey

FTA, *Stewart McKenzie

Northwest Indiana Regional Planning Commission,
*Scott Weber

SWMPC, *John Egelhaaf

Technical Advisory Committee Members

Executive Committee

Chair: Brian Berndt, Berrien County Road Commission

Vice-Chair: Tim Zebell, City of St. Joseph

Municipalities

City of Benton Harbor, Chris Cook**

Benton Charter Township, Calli Berg

City of Bridgman, Juan Ganum

Village of Grand Beach, *Vacant*

Lake Charter Township, Gloria Payne

Lincoln Township, Terrie Smith, Dick Stauffer***

Village of Michiana, *Vacant*

Royalton Township, John Olson**

Village of Shoreham, John Olson**

Sodus Township, David Chandler

St. Joseph Charter Township, Denise Cook

Village of Stevensville, John Olson* *

Counties

Berrien County, Evan Smith

Public Transit

Twin Cities Area Transportation Authority, Bill Purvis

Other Agencies

Coloma MDOT Business Office, Jonathon Smith; Dan Roberts***

Cornerstone Alliance, Cathy Tilley

MDOT Southwest Region, Jason Latham

MDOT Statewide Planning, John Lanum

Southwest Michigan Regional Airport, Vince Desjardins

St. Joseph River Harbor Authority, Vince Desjardins

FHWA, *Andrea Dewey

FTA, *Stewart McKenzie

Northwest Indiana Regional Planning Commission, *Scott Weber

SWMPC, *John Egelhaaf

2017-2020 TwinCATS Project Selection Committee

Counties

Berrien County Road Commission, Brian Berndt

Berrien County Road Commission, Louis Csokasy

Cities and Villages

City of Benton Harbor, Chris Cook

City of Benton Harbor, Darwin Watson

City of St. Joseph, Tim Zebell

Village of Stevensville, John Olson

Townships

Lincoln Charter Township, Dick Stauffer

Royalton Township, Steve Tilly

Sodus Township David Chandler

St. Joseph Charter Township, Denise Cook

St. Joseph Charter Township, Ron Griffin

State of Michigan

MDOT Southwest Region, Jason Latham

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

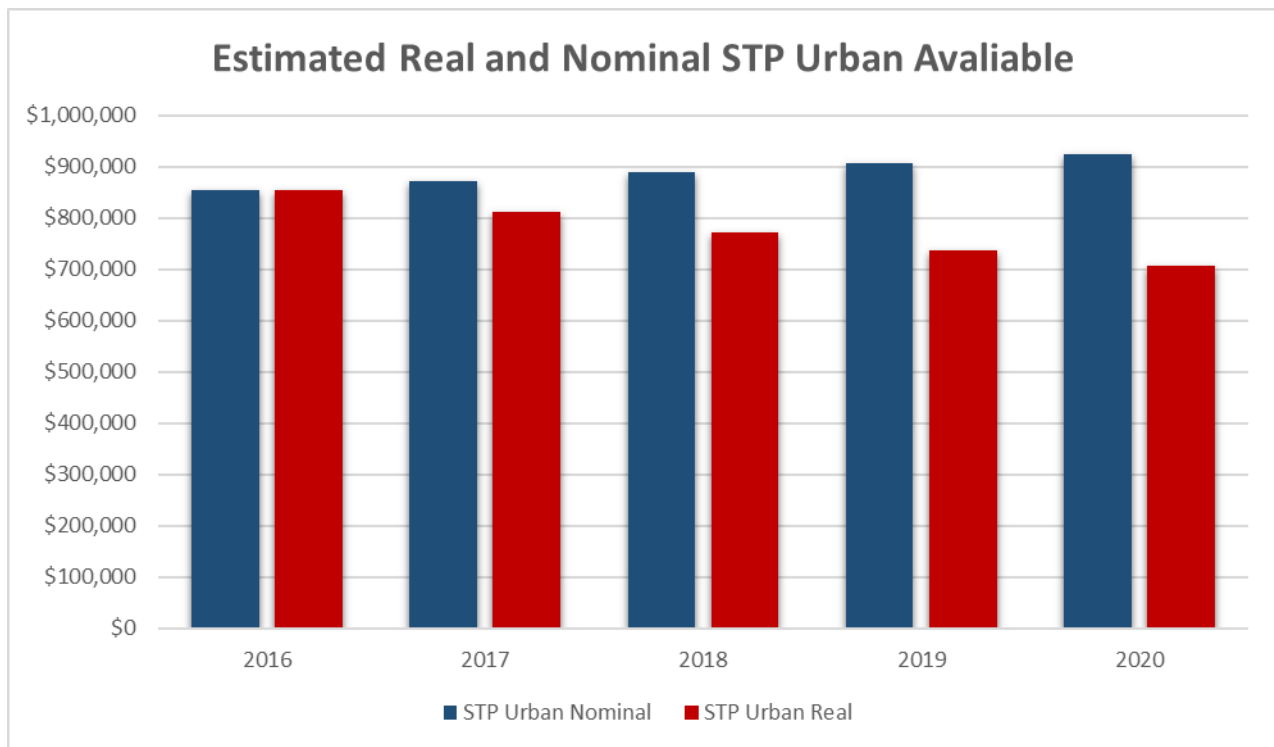
These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true 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 STBG 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	\$854,828	\$854,828
2017	\$871,925	\$812,087
2018	\$889,364	\$771,483
2019	\$907,151	\$736,766
2020	\$925,294	\$707,295

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 \$10.7 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