

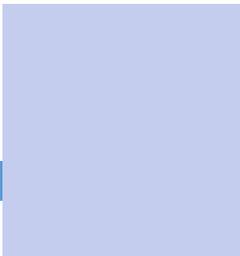
# TRANSPORTATION IMPROVEMENT PROGRAM

## 2023-2026

Niles Buchanan Cass Urbanized Area



Niles Buchanan Cass Area  
Transportation Study



## **NOTICE**

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 2020.

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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# Introduction

Recognizing that many transportation actions and their impacts are by nature regional in scope, the transportation planning process is aimed at creating a forum in which local, State and Federal agencies responsible for developing transportation improvements can act in a coordinated manner. This approach facilitates comprehensive and orderly development of transportation facilities and services.

Every urbanized area with a population of more than 50,000 must have a designated Metropolitan Planning Organization (MPO) for transportation to qualify for federal highway or transit assistance. The United States Department of Transportation (USDOT) relies on the MPOs to ensure that highway and transit projects that use federal funds are products of a credible planning process and meet local priorities. USDOT will not approve federal funding for urban highway and transit projects unless they are on the MPO's program. Thus, the MPO's role is to develop and maintain the necessary transportation plan for the area to assure that federal funds support these locally developed plans. The MPOs have also been given the responsibility to involve the public in this process through expanded citizen participation efforts. The Southwest Michigan Planning Commission (SWMPC) was designated by the Governor in 1981 to serve as the MPO for the Michigan portions of the South Bend urbanized area and Elkhart Urbanized Area.

The Transportation Improvement Program (TIP) is an integral part of the transportation planning process. According to joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the TIP is "a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53".

The major purpose of the TIP is to identify and prioritize Federal-Aid projects and programs in local urbanized areas. An equally important objective of the TIP is to ensure that scheduled transportation improvements are consistent with current and projected financial resources. A TIP developed in consideration of the purposes mentioned above, provides for the efficient use of available financial resources in addressing the area's transportation needs in an orderly and efficient manner.

## Federal Transportation Planning Process

Title 23 of the United States Code of Federal Regulations (CFR), Section 450, Subpart C, states that MPOs are to carry out a:

“...continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.”

Section 450.306 identifies ten planning factors to identify the “scope of the metropolitan transportation planning process.” These include:

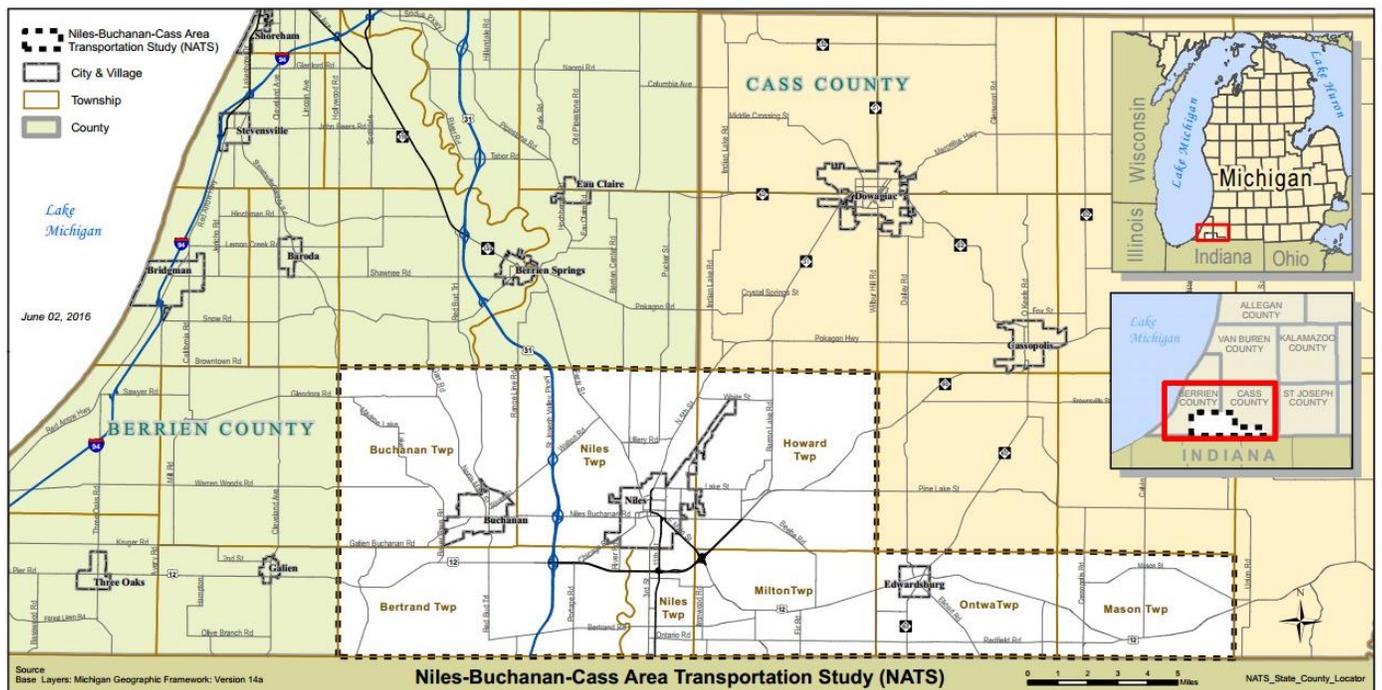
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.



# NATS Metropolitan Area Boundaries

The geographic boundaries of the Niles Area Transportation Study (NATS) planning area encompass 213 square miles. The urbanized area is defined by the 2010 Bureau of the Census, which includes the Michigan portions of the South Bend Urbanized Area and the Elkhart Urbanized Area, plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan plan (See map below).

The NATS planning area includes the cities of Buchanan and Niles, the townships of Bertrand Township, Buchanan Township, Howard Township, Mason Township, Milton Township, Niles Charter Township, Ontwa Township, and the Village of Edwardsburg.



## MPO Organization

The Southwest Michigan Planning Commission (SWMPC) is one of fourteen regional planning and development regions in the state of Michigan. In 1973 SWMPC was designated the Metropolitan Planning Organization (MPO) for the Michigan Portions of the South Bend Urbanized Area and the Elkhart Urbanized Area. The SWMPC relies on the members of the Niles Buchanan Cass Area Transportation Study (NATS) to provide local, state, and federal input toward the development of essential MPO work products.

The staff at SWMPC provides transportation planning services for NATS and is guided by the advice of members from the NATS Policy Committee and Technical Advisory Committee. Members, such as cities, townships, villages, counties, public transit agencies, and road commissions appoint representatives to serve on the following NATS committees:

1. The Technical Advisory Committee is comprised of planners, engineers, transit operators, and local units of government. This committee provides technical assistance to SWMPC staff and makes recommendations to the Policy Committee on potential actions.
2. The Policy Committee is comprised of representatives from similar agencies as the Technical Advisory Committee and is responsible for establishing transportation policies, overseeing the planning process, and providing a forum for cooperative decision-making.

*A complete list of NATS Technical and Policy Committee members can be found in Appendix B*

### Voting Membership

Cities & Villages	Townships	Counties	State & Local Agencies
City of Buchanan	Bertrand Township	Berrien County	Michigan Department of Transportation
City Niles	Buchanan Township	Cass County	Niles Dial a Ride
Village of Edwardsburg	Howard Township		Niles Area Economic Development
	Mason Township		Kinexus
	Milton Township		
	Niles Township		
	Ontwa Township		

In addition to the identified government, agencies listed above the following agencies serve as advisory non-voting representatives to NATS:

Federal Highway Administration  
Federal Transit Administration

Michiana Area Council of Governments  
Disability Network

## Partner Relationships

In multistate metropolitan areas, the Governors with responsibility for a portion of the multistate metropolitan area, the appropriate MPO(s), and the public transportation operator(s) are strongly encouraged to coordinate transportation planning for the entire multistate metropolitan area.

SWMPC has several Memorandums of Understanding with its MPO counterpart in Indiana, the Michiana Area Council of Governments (MACOG). The Bi-State agreement is in place to address any unresolved policy issues concerning the Indiana or Michigan MPOs (MACOG and SWMPC). This agreement was updated in 2017, which essentially agreed to leave the Bi-State process in place. This committee meets only when issues before it require action to be taken.

The executive director of MACOG serves as the executive director of the Bi-State Coordinating Committee, as established by the agreement that originally created the Committee. MACOG is also the office the Bi-State Commission Office of Record. MACOG staff attends the Niles Area Transportation Study (NATS) meetings and participates in their highway and transit plans. Staff members from the two bodies work together to assure that the Niles Dial-A-Ride and Transpo (the South Bend public transit agency) equitably agree to Federal Transit Administration funding allocations.



## MPO Self Certification

As the Metropolitan Planning Organization (MPO) for the Niles Buchanan Cass 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 Niles, Buchanan Cass region, certifies via the resolution provided in **Appendix C** 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:

- The SWMPC has a continuing, cooperative and comprehensive (3-C) transportation planning process;
- 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;
- The SWMPC adopted a financially constrained long-range transportation plan for the NATS planning area consistent with the metropolitan planning factors in Moving Ahead for Progress in the 21st Century (MAP-21) and reaffirmed in the FAST Act.



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# Transportation Improvement Program

The NATS Fiscal Years 2023-2026 Transportation Improvement Program (2023-2026 TIP) serves as a list of federally funded surface transportation improvements for the NATS planning area. The TIP identifies all federal funds programmed during the four-year period (2023-2026). Additionally, the TIP identifies all projects by Federal funding program and by the year.

Title 23 of the CFR, Section 450.324, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor (or in the case of the State of Michigan, the TIP will be approved by the Michigan Department of Transportation).

Additionally, Section 450.324 states the TIP shall include:

- Capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding;
- All regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds;
- A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs;
- A project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project; and,
- Sufficient descriptive material, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for each project or phase.
- A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Designed such that once implemented, it makes progress toward achieving the performance targets.

## TIP Adoption

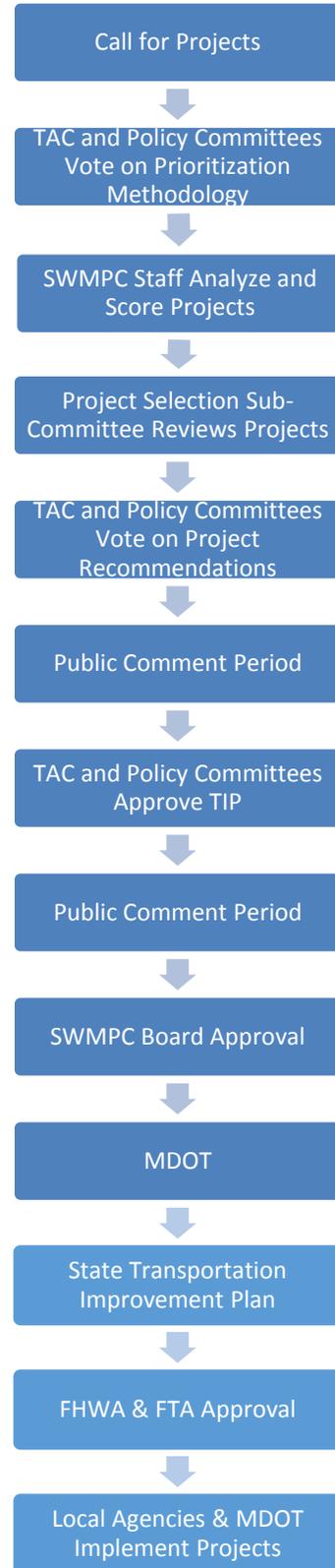
Adoption of the NAT 2023-2026 is subject to review and adoption by the NATS Policy Committee. Once the TIP is reviewed and adopted, the SWMPC Governing Board affirms the decisions of the NATS Committee by having final approval of the TIP.

The review process consists of a public comment period that offers opportunities for review and comment of the draft 2023-2026 TIP. At the conclusion of the public review period, the SWMPC staff reviews, and summarizes all submitted comments and presents the findings to the NATS committees for consideration into the final 2023-2026 TIP.

The SWMPC staff submits the final (Locally approved) 2023-2026 TIP, with a copy of the formal resolution, to MDOT that reviews the plan to ensure compliance with federal regulations.

## Relationship to the Statewide Transportation Improvement Program

After approval by NATS, SWMPC and MDOT, 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 NATS and the MDOT, 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 State Transportation Improvement Plan.



## Revising the TIP

Under Federal law, NATS may revise the TIP at any time under the policy and procedures agreed to by FHWA, FTA, MDOT, and NATS. There are two types of revisions to the TIP: major revisions (amendments) and minor revisions (administrative modifications).

**Federal Amendment**, also referred to as an amendment, is any change to the TIP that requires Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval. The amendment process requires public notice to allow for public review and comment in accordance with the SWMPC public participation plan. An amendment requires approvals from the NATS policy committee, MDOT, FHWA, and FTA. An amendment only applies to federally funded projects or projects that require air quality conformity (non-exempt).

**Administrative Modification**, also referred to as a modification, is any change to the TIP, which does not require federal approval. A modification does not require NATS committee approval or public notice.



## Federal Amendment and Administrative Modification Decision Table

Type of Change	Federal Amendment	Administrative Modification
Adding or removing any project that affects air quality conformity or requires a conformity determination regardless of cost or funding source	x	
Adding or deleting a federally funded project or job phase to the TIP	x	
Moving a federally funded project from the illustrative list to the fiscally constrained list or vice versa	x	
Changing a non-federally funded project to a federally funded project	x	
Changing the cost of the total phase budget by more than 25%*	x	
Any change to any project that would affect capacity or air quality conformity	x	
A significant change to work type or project description	x	
Changing the limits by 1/2 mile or more	x	
Addition or removal of project items (sidewalk, bike lane, ADA enhancement, etc.) for 1/2 mile or more	x	
Adding or removing a project with no federal funding and not needing air quality conformity determination		x
Adding or deleting a project from the Illustrative List		x
Changing from one federal funding source to another federal source (except CMAQ) provided work type remains the same.		x
Moving fiscal years within the current TIP		x
Changing the cost of the total phase budget by less than 25%*		x
Adding or removing advance construct funding		x
Any change to a non-federally funded project so long as it doesn't affect capacity or air quality conformity		x
Technical corrections such as typos, misspellings, or other data entry errors		x

\*Cost changes are cumulative based on the last federal approval. This means that a project cost may be increased multiple times administratively as long as the combined cost has not increased or decreased by more than 25%

The complete policy can be found in Appendix D

### **Next Scheduled TIP Update**

Under current federal law, the NATS Transportation Improvement Program must be updated at least once every four years. The FY 2020-2023 TIP will be in effect until the end of FY 2022 when it will be replaced by the 2023-2026 TIP. Major revisions to the adopted TIP will be carried out, as needed, in the form of formal amendments. All amendments are publicly-noticed according to the procedures contained in the Southwest Michigan Planning Commission Public Participation Plan prior to their adoption.

## **Transportation 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 and public transit providers; each of which are listed below.

#### **Local Government**

Transportation projects are often first identified through local planning, which is performed by the Berrien County Road Department and the Cass County Road Commission for townships and by municipal governments in cities and villages. Local capital improvement plans and asset management plans can identify specific projects that a local government has determined will be needed over the period of the plan. The following local agencies have Capital Improvement Plans or Asset Management Plans in place currently:

- Berrien County Road Department

#### **State**

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.

## Public Transit

Transit agencies select projects based internal assessment of capital and operational needs. The projects programmed in the TIP by the Niles Dial a Ride Transit (NDART) use funding from the Federal Transit Administration, MDOT, and the transit authority's own funds. Each of the transit systems are issued targets and their program of projects are based on these figures. DART is the designated recipient of the Michigan allocation of 5307 federal funding which is utilized for the following activities: operations, replacement buses, preventative maintenance, communications and computer hardware, and facility maintenance.

NDAR currently has a Transit Asset Management plan that outlines the following:

- Percent of revenue vehicles that have exceeded useful life.
- Percent of non-revenue vehicles that have exceeded useful life
- Percent of facilities within an asset class rated 3 or below on the FTA TERM scale.

The 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 Process

NATS Technical and Policy committee members are responsible for selecting projects that utilize Surface Transportation Block Program (STBG) funds, which are allocated to NATS annually by MDOT. For the 2023-2026 TIP, MDOT has estimated that NATS allocation will be approximately \$2.7 million over the four-year period. For the 2023-2026 TIP NATS received requests for \$4.5 million in STBG funding, \$1.8 million over the allocated amount. Projects that were not selected are added to the 2023-2026 illustrative list of projects (see list of illustrative projects in appendix H).

All projects using NATS STBG funding must:

- Be sponsored by one or more of the NATS member jurisdictions, Niles Dial a Ride, or Contribute at least 18.15 percent local match towards the project.
- Reflect the investment priorities established in the NATS 2045 Long Range Transportation Plan
- Make progress toward achieving the National Performance Measures and established performance targets.

To assist the NATS committee in choosing projects that meet the above requirements a NATS Project Prioritization Scoring System was created and approved by NATS Policy Committee on September 28, 2021. **(Appendix F)**



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# Transportation Performance Management

A key feature of the FAST Act is the establishment of a performance and outcome-based program for the investment in projects that collectively will make progress toward achieving national goals. National performance goals for the Federal-aid Highway Program must be established in seven areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delays.

The 2020-2023 TIP was the first to be developed subsequent to official federal guidance regarding performance-based planning, and the initial sets of targets being released. Following these developments, NATS has supported the targets derived by MDOT and utilized performance measures in the planning process. Project selection incorporated performance measures into its scoring of projects. NATS has analyzed the projects programmed for this TIP to review their linkage with recent compliance requirements.



## Performance Measure Targets

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and Metropolitan Planning Organizations (MPO) to conduct performance-based planning and programming by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. These requirements were continued and strengthened in the Fixing America’s Surface Transportation (FAST) Act and help to ensure the most efficient investment of federal transportation funds through increased accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

<b>Goal Area</b>	<b>National Goal</b>
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 & 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
Reduce 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

Performance Targets are derived annually by calendar year for safety and transit performance measures. Bridge and Pavement performance measures are derived on a 2-year and 4-year reporting cycle. The NATS Policy Committee elected to support the MDOT and Niles Dial a Ride (NDART) in all the required categories. NATS will continue to coordinate with the State and other stakeholders to address performance measure targets.

Performance Areas	Notice of Proposed Rule Making	Final Rule Published	Final Rule Effective	MPO Action to Date
Safety	March 11, 2014	March 15, 2016	April 14, 2016	MPO supports the MDOT's targets
Transit Asset Management	September 30, 2015	July 26, 2016	October 1, 2016	MPO supports NDAR targets.
Pavement and Bridge	January 5, 2015	January 18, 2017	May 20, 2017	MPO supports MDOT's targets
System Performance	April 22, 2016	January 18, 2017	May 20, 2017	MPO supports MDOT's targets
Public Transportation Agency Safety Plan	February 5, 2016	July 19, 2018	July 19, 2019	MPO supports NDAR targets.

## Safety

The Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to annually set targets for five safety performance measures. MDOT coordinated the establishment of safety targets with the 14 MPOs in Michigan through monthly Target Coordination meetings and through discussions at various meetings of the Michigan Transportation Planning Association (MTPA). MDOT officially adopted the 2022 state safety targets in the Highway Improvement Program annual report dated August 31, 2021. On February 22, 2022, NATS adopted MDOT'S 2022 Safety targets.

Performance Measure	Description	Base Data - 2020		State Target	Data Source
		NATS	State	2022	
Number of fatalities.	The number of fatalities due to a vehicular crash.	8.8	1028.2	1065.2	Michigan Crash Facts
Fatalities per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	1.81	1.051	1.098	Michigan Crash Facts & HPMS
Number of serious injuries.	The number of serious injuries due to a vehicular crash	46.0	5,673.2	5,733.2	Michigan Crash Facts
Serious injuries per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	9.46	5.778	5.892	Michigan Crash Facts & HPMS
Non-motorized fatalities, serious injuries.	The number of pedestrians and bicyclists seriously injured or killed due to a vehicular crash.	3.8	762.8	791.6	Michigan Crash Facts

All values reported are 5 yr. averages, HPMS = Highway Performance Monitoring System

## Anticipated Effect of the Safety Performance Measures

The 2023-2026 TIP is anticipated to have a positive effect towards meeting The State of Michigan safety performance targets. Projects in the 2023-2026 TIP address both existing high-incident locations (reactive projects) and proactive projects that preemptively address safety. NATS also uses safety impacts as a criteria used to select Surface Transportation Block Grant (STBG) funded projects.

*“A CRF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions, which will affect the safety impact of a countermeasure.”*

FHWA CFR Desktop Reference Guide

Over the period of 2023-2026 MDOT has programed over 2 million dollar in federal highway safety funds (HSIP) for improving pavement markings. MDOT is also utilizing 2.3 million from the Surface Transportation Block Grant (STBG) for signal upgrades.

Applications to use the NATS STBG funding were scored on all performance criteria including safety. Applicants were asked to identify each safety counter measure, their project would provide based on the MDOT crash reduction factor (CRF) list included in the statewide HSIP allocation. Points were



awarded based on the number of countermeasures a project will provide. The table below summarizes the safety countermeasure each local-agency STBG funded project in the TIP will include.

Year	Job Number	Agency	Project	Safety Counter Measures	Number of counter measures
2023	206394	Buchanan	West Front Street reconstruction	Intersection improvements, signage, traffic calming	3
2023	206395	Berrien CRD Bertrand Twp.	E Bertrand Rd resurfacing	Paving the shoulder. Adding a high friction surface treatment	2
2023	206618	Buchanan	W Front St signal	Improving Signal with improved timing, pedestrian crossing, all red clearance interval.	4
2024	216087	Berrien CRD Bertrand Twp.	W Bertrand Rd resurfacing	Paving the shoulder, improving pavement markings, and signage improvements and sign Retroreflectivity	4
2023	207181	Cass County	Calvin Center Rd resurfacing	None	0
2024	216091	Cass CRC Mason Twp.	Cassopolis Rd resurfacing	None	0
2024	216092	City of Niles	Wayne St resurfacing	None	0
2024	214949	Buchanan	McCoy Creek Trail Extension	Provides safe facilities for pedestrians and cyclists	1
2025	215947	Berrien CRD Bertrand Twp.	W Bertrand Rd resurfacing	Paving the shoulder, improving pavement markings, and signage improvements and sign Retroreflectivity	4
2025	216106	Cass CRC Ontwa Twp.	Elkhart Rd resurfacing	None	0
2025	216108	City of Niles	Sycamore St resurfacing	None	0
2026	216111	Berrien CRD Bertrand Twp.	Red Bud Trail resurfacing	Widening the shoulder, improving pavement markings, and signage improvements and sign Retroreflectivity	4
2026	216117	Cass CRC Milton Twp.	Redfield St resurfacing	None	0
2026	216119	City of Niles	Pokagon St resurfacing	Had no crashes in the last 5 years	0

## Pavement and Bridge Condition

Pavement and bridge condition performance measures require MDOT and NATS to assess the following on the National Highway System to carry out the National Highway Performance Program (NHPP):

- **Percent of Interstate Pavement in Good Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Good condition suggests no major investment is needed.
- **Percent of Interstate Pavement in Poor Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Poor condition suggests major reconstruction investment is needed.
- **Percent of Non-Interstate NHS Pavement in Good Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Good condition suggests no major investment is needed.
- **The percent of Non-Interstate NHS Pavement in Poor Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Poor condition suggests major reconstruction investment is needed.
- **Percent of NHS Bridge by Deck Area in Good Condition:** Measures are based on deck area. Deck area is computed using National Bridge Inventory (NBI) data. Classification is based on NBI condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by lowest rating of these. If the lowest rating is greater than or equal to seven the bridge is classified as good.
- **Percent of NHS Bridges by Deck Area in Poor Condition:** Measures are based on deck area. Deck area is computed using National Bridge Inventory (NBI) data. Classification is based on NBI condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by lowest rating of these. If the lowest rating is less than or equal to four, the bridge is classified as poor.

On January 25, 2021, the NATS Technical and Policy Committees voted to support the Michigan Department of Transportation individual adjusted four-year pavement condition, bridge condition, and system reliability performance measure targets. NATS supports these targets by planning and programming projects so they contribute to the accomplishment of the statewide targets.

## Established Statewide Infrastructure Condition Targets

### Pavement Condition

Performance Measure	Description	State Target 2021
Percentage of pavement on the Interstate System in good condition.	The percentage of pavement on the Interstate system considered in good condition.	47.8%
Percentage of pavement on the Interstate System in poor condition.	The percentage of pavement on the Interstate system considered in poor condition.	10.0%
Percentage of pavement on the non-Interstate National Highway System in good condition.	The percentage of pavement on the non-Interstate National Highway System considered in good condition.	43.7%
Percentage of pavement on the non-Interstate National Highway System in poor condition.	The percentage of pavement on the non-Interstate National Highway System considered in poor condition.	24.9%

### Bridge Condition

Performance Measure	Description	State Target 2021
Percentage of National Highway System (NHS) bridge deck area in good condition.	The percentage of bridges on the NHS considered in good condition.	23.0%
Percentage of National Highway System (NHS) bridge deck area in poor condition.	The percentage of bridges on the NHS considered in poor condition.	8.0%

While FHWA will determine whether a State DOT has met or made significant progress toward meeting these targets, it will not directly assess progress toward meeting targets at the regional level. NATS will continue to review these performance measures and will update these targets on a two- or four-year cycle, following updates completed by the state.

## System Reliability- Performance Measures Target-Setting

The final rule on system reliability target setting was the third of a series of rules related to target setting, effective May 20, 2017. System Performance measures require State DOTs to assess the following on the NHS to carry out the National Highway Performance Program (NHPP):

- Interstate Travel Time Reliability
- Non-Interstate NHS travel Time Reliability
- Interstate Truck Travel Time Reliability

On January 25, 2021, the NATS Technical and Policy Committees voted to reaffirm support for the Michigan Department of Transportation’s individual four-year system performance targets by planning and programming projects so they contribute to the accomplishment of the overall statewide targets, thereby fulfilling the requirements related to system performance measure target setting established under MAP-21 and the FAST Act. These targets are below

### **Established Statewide System Reliability Targets**

<b>Performance Measure</b>	<b>Description</b>	<b>State Target 2021</b>
Percentage of the person-miles traveled on the Interstate that are reliable.	The percentage of miles traveled by a person on the Interstate that are reliable.	75%
Percentage of the person-miles traveled on the non-Interstate NHS that are reliable.	The percentage of miles traveled by a person on the non-Interstate NHS that are reliable.	70%
Truck Travel Time Reliability (TTTR) Index	The sum of maximum TTTR for each reporting segment, divided by the total Interstate system miles	1.75

### **The System Performance Measures Final Rule Reliability measures are:**

- Interstate Travel Time Reliability – This is a measurement describing the predictability of travel times for all the Interstates in the planning area. A lower value means there is higher unpredictability. It is not the level of congestion. In cities that are congested people can plan for ‘normal’ delays, therefore 100% reliability is possible even in congested areas. Travel time reliability only measures the extent of unexpected delay. A formal definition for travel time reliability is the percentage of people (not vehicles) who have travel that have consistent travel times. Using person-miles and not vehicle miles of travel takes into account the travel on buses or by carpooling.

- Non-Interstate NHS travel Time Reliability - This is the same measure as above, except for it includes highways designated as part of the National Highway System that are not Interstates. Again, it is not level of congestion; it is the predictability of travel.
- Interstate Truck Travel Time Reliability (TTTR) – The TTTR is an assessment of for the reliability of freight movement. TTTR is defined as the ratio the time it takes 95 percent of trucks to travel a given segment divided by the ‘average’ time (50 percent of trucks) it takes to travel the segment.

## Transit Asset Management

Effective on October 1, 2016, the final rule requires that all recipients of federal financial assistance under 49 USC Chapter 53, who own, operate, or manage public transportation capital assets, must develop and implement Transit Asset Management (TAM) plan. A TAM plan must include an asset inventory, condition assessments of inventoried assets, a decision-support tool, and a prioritized list of investments to improve the “State of Good Repair” (SGR) levels of their capital assets. The final rule (49 CFR 625) also established SGR standards and four associated SGR performance measures; required coordination of the performance targets with the state DOTs and MPOs; and called for the reporting of asset inventories, conditions, and performance measures through the National Transit Database. The FTA implemented the TAM requirements using a two-tiered approach, in order to reduce associated resource obligations for agencies operating smaller fleets:

- Tier I – A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak-time regular service across all fixed route modes or in any one nonfixed route mode; or a provider who operates rail transit.
- Tier II – A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak -time regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the NATS MPO, the Niles Dial A Ride (NDART) is classified as a Tier II operator. The final SGR performance measures that all Tier II Locally Operated Transit Services are required to adopt are:

- Equipment (Non-revenue vehicles) – % of non-revenue vehicles that have met or exceeded their useful life benchmark
- Rolling Stock (Revenue Vehicles) – % of revenue vehicles that have met/exceeded their useful life benchmark
- Facilities – % of facilities with a rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale

## Niles Dial; A Ride Transit State of Good Repair Asset Performance Targets

Asset Category	Assets	2019 Status	2020 Target
Rolling Stock Revenue Vehicles	CU – Cutaway Buses -6	43% Cutaways exceed ULB	29% exceeds ULB
Non-revenue Vehicles	1 Truck with snow plow	100% exceed ULB	100% exceeds ULB
Facilities	Administration/Maintenance Building	1 rated 3 on TERM scale.	0% rated below a 3.0 on the FTA TERM Scale

ULB – Useful Life Benchmark

TERM – Refers to the five-category rating system used in FTA’s Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5 = Excellent; 4 = Good; 3 = Adequate; 2 = Marginal; and 1 = Poor

Source: Niles Dial A Ride

## Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail systems to develop safety plans in accordance with 49 USC 5329. The PTASP rule became effective on July 19, 2019. At a minimum, the final rule (49 CFR 673) requires each safety plan to include the following:

- Approval by the agency’s Accountable Executive and Board of Directors (or equivalent)
- Designation of a Chief Safety Officer
- Process documentation of the agency’s Safety Management System (SMS, including a Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Promotion
- Employee reporting program
- Targets based on performance measures established in FTA’s National Public Transportation Safety Plan (NSP)
- Criteria to address requirements and standards set in FTA’s Public Transportation Safety Program and NSP
- Process and timeline for the annual review and periodic update of the safety plan

On May 25, 2021, NATS agreed to set Public Transportation Safety Targets by supporting the targets contained in the City of Niles Dial-A-Ride Transportation Public Transportation Agency Safety Plan, which was locally approved on December 8, 2020.

A. Fatalities

- Total number of reportable fatalities
- Rate of reportable fatalities per total vehicle revenue miles

B. Injuries

- Total number of reportable injuries
- Rate of reportable injuries per total revenue miles

C. Safety Events

- Total number of reported safety events
- Rate of reportable safety events per total vehicle miles traveled.

D. System Reliability

- Mean distance between major mechanical failure

Niles DART has developed the targets below based on the previous 3 years' worth of data.

Safety Mode	Fatalities	Fatalities per 10K VRM	Injuries	Injuries per 10K VRM	Safety Events	Safety Events per 10K VRM	System Reliability VRM/Faliures
Demand Response	0	0	2	.2	2	.2	95,000
Deviated Fixed Route	0	0	0	0	1	.46	20,000

Niles DART makes its safety performance targets available to applicable state agencies and metropolitan planning organizations (MPOs), and, to the maximum extent practicable, will coordinate with both in the selection of safety performance targets. Targets will be adopted into local Transportation Improvement Plans (TIPs) or Long-Range Plans (LRPs) as required by MPO planning requirements

## TIP Impacts

Projects utilizing federal funding in the TIP are subject to a thorough performance-based analysis regarding their contribution to attaining the performance measure targets by utilizing a variety of quantitative measures as well as staff analysis. Criteria related to infrastructure condition and in project evaluation include: identification of improvements focused on reconstruction, rehabilitation, repair, bridge condition, operations, and average daily traffic volumes. System preservation is a primary category used for evaluating projects for inclusion in the TIP, accounting for 23% of a project's possible score. Based on this, the NATS program of projects and investment priorities included in the TIP prioritize the accomplishment of performance measure targets.

NATS Projects	Pavement	Bridge	Safety	Reliability
W. Front street – City of Buchanan – 2023	++		+	
W. Front street signal – City of Buchanan – 2023			++	+
E. Bertrand Rd. – Bertrand Twp. – 2023	+		+	
Calvin Center Rd. –Mason Twp. – 2023	+			
W. Bertrand Rd. – Bertrand Twp. –2024	+		+	
Cassopolis Rd. – Mason Twp. –2024	+			
Wayne St. – City of Niles –2024	+			
McCoy Creek Trl. Extension – City of Buchanan –2024			+	
W Bertrand Rd. – Bertrand Twp. –2025	+		+	
Elkhart Rd. – Ontwa Twp. – 2025				
Sycamore St. – City of Niles – 2025	+			
Red Bud Trl. – Bertrand Twp. – 2026	+		+	
Redfield St. – Milton twp. – 2026	+			
Pokagon St. – City of Niles – 2026	+			

**Safety** + for multiple safety countermeasures ++ for also addressing a high crash location

**Pavement** + for resurface or rehabilitation (3R) ++ for full reconstruction (4R)

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# Financial Plan

## Introduction

The fiscal year (FY) 2023-2026 Transportation Improvement Program (TIP) is a four-year scheduling document containing the projects that are planned to be obligated to implement the surface transportation policies contained in the NATS 2045 Long Range Plan. The TIP project list is required to be *fiscally constrained*; that is, the cost of projects programmed in the FY 2023-2026 TIP cannot exceed the amount of funding reasonably expected to be available for surface transportation projects during the time period covered by the FY 2023-2026 TIP. TIPs contain a financial plan that fulfills the fiscal constraint requirements.

This financial plan is the section of the TIP documenting the methods used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also estimates the cost of operating and maintaining the transportation system in the NATS Area during the four-year period covered by the TIP.

### **Sources of Transportation Funding**

The basic sources of transportation funding in Michigan are motor fuel taxes and vehicle registration fees. Motor fuel is taxed at both the Federal and state levels, the Federal government at 18.4¢ per gallon on gasoline and 24.4¢ per gallon on diesel fuel, and the State of Michigan at 26.3¢ per gallon on both gasoline and diesel fuel. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Michigan also charges sales tax on the cost of the motor fuel itself plus the Federal tax amount, but these proceeds are not applied to transportation.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a crucial source of transportation funding for the state. Vehicle registration fees comprise approximately half of the transportation-related taxes collected by the state.

### **Cooperative Revenue Estimation Process**

Estimating the amount of funding available for the FY 2023-2026 TIP is a complex process. It relies on a number of factors, including economic conditions, vehicle miles travelled (VMT) nationwide and in the State of Michigan, and Federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a “best guess” of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of metropolitan planning organizations (MPOs) and agencies responsible for the administration of Federally-funded highway and transit planning activities throughout the state, formed the Financial Work Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), transit agencies, and MPOs. It represents a cross-section of the public agencies responsible for transportation planning in our state. The revenue forecast in this financial plan is based on the factors formulated by the FWG and approved by members of MTPA, including NATS, and are used for all TIP financial plans in the state.

Federal-aid surface transportation is divided into two parts: Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA). The following sections discuss each separately.

## Highway Funding

### **Sources of Federal Highway Funding**

Receipts from Federal motor fuel taxes (plus some other taxes related to trucks<sup>1</sup>) are deposited in the Federal Highway Trust Fund (HTF). These funds are then apportioned to the states, being distributed through formulas set by law. The current law governing these apportionments is the Infrastructure Investment and Jobs Act (IIJA). Through this law, Michigan receives approximately \$1.1 billion in Federal-aid highway funding annually. This funding is apportioned in the form of a number of programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows.

***National Highway Performance Program (NHPP):*** This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunklines (i.e., **I**-, **US**-, and **M**-roads), but also includes certain locally-owned roads classified as principal arterials.

***Surface Transportation Block Grant Program (STBG):*** Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to Federal-aid

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<sup>1</sup> Taxes specific to heavy vehicles: truck and trailer tax, use tax on certain vehicles, tires and tread rubber tax, and other taxes and fines. Together, these taxes and fines raised \$6.3 billion for the Federal Highway Trust Fund (HTF) in 2018. That same year, \$36.2 billion was raised through Federal motor fuel taxes. (Congressional Budget Office, "Federal Highway Spending and Revenues" (January 14, 2020 presentation to TRB's 99<sup>th</sup> Annual Meeting).

highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the Federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

**Highway Safety Improvement Program (HSIP):** Funds are used to correct or improve a hazardous road location or feature, or to address certain other highway safety problems. Projects can include intersection improvements, shoulder widening, rumble strips, improving safety for pedestrians, bicyclists, or disabled persons, highway signs and markings, guardrails, and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process.

**Congestion Mitigation and Air Quality Improvement (CMAQ):** funds are intended for projects that reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management (TDM) such as ride share and vanpools; transit; and non-motorized projects that divert non-recreational travel from single-occupant vehicles.

**Transportation Alternatives Program (TAP):** Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

**Bridge Formula Program (BFP):** A new program under the IJA established to provide funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. BFP funding is distributed by a statutory formula based on the relative costs of replacing all highway bridges classified in poor condition in a State and the relative costs of rehabilitating all highway bridges classified in fair condition in a State.

**Carbon Reduction Program (CRP):** The funds in this program are intended to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions. CRP funds can be spread further by combining them with other eligible USDOT federal funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.

**Other Federal-Aid Highway Funds:** In addition to the core Federal-aid highway funds described above, there are other Federal-aid funds for highway infrastructure. With the exception of the Rail-Highway

Crossings and National Highway Freight programs, which are apportioned to the states each year, the other programs are competitive funds that states or local agencies apply for directly from the U.S. Department of Transportation (USDOT). **Other Federal-Aid Highway Funds** include, but are not limited to:

- **Rail-Highway Grade Crossings:** Intended to reduce hazards at rail-highway grade crossings. Michigan received approximately \$8.2 million for this program. MDOT selects and manages these projects statewide. These projects may be located on trunkline or local roads. Since this is a statewide program, individual MPOs cannot forecast the amount of Rail-Highway Crossings funding that will be used in their service area over the life of the FY 2023-2026 TIP.
- **National Highway Freight Program:** Intended to improve freight movement on the National Highway Freight Network (NHFN). Michigan works with its regional planning partners, including MPOs, to determine which highways will be included in the state's NHFN. Each state is required to have a State Freight Plan in order to use NHFP funding. This program is operated on a statewide basis by MDOT. NHFP funds apportioned to Michigan in FY 2020 totaled approximately \$39.7 million.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) grants. This is a nationwide competitive program directly operated by the U.S. Department of Transportation (USDOT). Grants are intended for planning and capital investments in road, bridge, transit, rail, port or intermodal transportation projects with significant local or regional impact.
- **Earmark Funding:** Earmarks are transportation projects selected by members of Congress and placed in Federal surface transportation and/or funding authorization bills. If these bills are enacted into law, funding for these projects is made available to states or local communities to implement the specific earmark project as described in the law. This was a common practice until FY 2013, when a new law was enacted. There is still a balance of unspent earmark funding, but this is being used by states and local communities as it becomes available for repurposing (reprogramming to a new use).
- **Infrastructure For Rebuilding America (INFRA) Grant:** Also known as Nationally Significant Freight and Highway Projects, this is a nationwide competitive program directly operated by the U.S. Department of Transportation (USDOT). Grants are intended to support economic vitality at the national and regional level; leverage Federal dollars with non-Federal governmental and private resources; and deploy and encourage innovative technology, financing, and project delivery.

### **Base and Assumptions Used in Forecast Calculations of Federal Highway Funds**

At least every two years, allocations are calculated for each of these programs, based on Federal apportionments and rescissions<sup>2</sup> and on state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations for FY 2023, as released by MDOT on February 4, 2022, are used as the

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<sup>2</sup> Rescission is the cancellation of budget authority previously provided by Congress (2 U.S.C. 17B Subchapter II § 683).

baseline for this FY 2023-2026 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of Federal-aid highway funds received will increase by 2% each year during the FY 2023-2026 TIP period.

### Sources of Highway Funding Generated at the State Level

There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees.

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as **Act 51**. All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit.<sup>3</sup> Remaining funds are split between the Michigan Department of Transportation (MDOT), county road commissions, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.<sup>4</sup>

The State of Michigan enacted major changes to its transportation revenue collection system in 2015. These changes included:

- 1) Increasing the motor fuel tax to 26.3¢/gallon from 19¢/gallon (gasoline) and 15¢/gallon (diesel), effective January 1, 2017;
- 2) Raising vehicle registration fees by an average of 20%, effective January 1, 2017;
- 3) Transferring \$150 million from the state's General Fund to highways in fiscal year (FY) 2019;
- 4) Transferring \$325 million from the state's General Fund to highways in FY 2020;
- 5) Transferring \$600 million from the state's General Fund to highways in FY 2021 and subsequent years; and
- 6) Adjusting the motor fuel tax for inflation by up to 5% each year, starting in January 2022.

When these changes take full effect in the 2020-21 state fiscal year, which starts October 1, 2020, MTF revenue is anticipated to increase by approximately \$1.2 billion annually,<sup>5</sup> from the \$2.856 billion raised in fiscal year 2018-19<sup>6</sup> to over \$4 billion annually.

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<sup>3</sup> The ratio of funding deposited in the CTF as a proportion of funding deposited in the MTF was changed by the November 2015 transportation funding laws.

<sup>4</sup> Act 51 of 1951, Section 10(1)(j).

<sup>5</sup> Hamilton, William E. "Impact of the November 2015 Road Funding Package" (House Fiscal Agency, March 7, 2017), p.2. The effects of the COVID-19 quarantine, which started in mid-March 2020, caused a sudden and dramatic decrease in motor vehicle traffic and a decline in tax revenue deposited in the MTF. However, the transfers from the state's General Fund authorized by the road funding package made up for the revenue shortfall, and in fact resulted in a slightly higher amount of funding in the MTF for state fiscal year 2019-20 compared to FY 2018-19. The pandemic is a unique and therefore unpredictable event, so there is no way to determine its effect on MTF revenue collection in the near term as the pandemic continues, or medium-term by lasting economic damage caused by it.

<sup>6</sup> Michigan Department of Transportation, MDOT Report 139 (Schedule A) at [https://www.michigan.gov/documents/mdot/Rpt139SchA\\_676118\\_7.pdf](https://www.michigan.gov/documents/mdot/Rpt139SchA_676118_7.pdf).

MTF funds are critical to the operation of the road system in Michigan. Since Federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the rights-of-way, and electricity costs for streetlights and traffic signals), MTF funds usually are local communities' and county road agencies' largest source for funding these items. Most Federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% Federal-aid funding and a minimum of 20% non-Federal matching funds. In Michigan, most match funding comes from the MTF. Finally, Federal funding cannot be used on local public roads, such as subdivision streets, or other roads not designated as Federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as **Act 51 agencies**. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

### **Base and Assumptions Used in Forecast Calculations of State-Generated Highway Funds**

State-generated funding for highways (i.e. MTF funding) only needs to be shown in the TIP if it is in a project that also contains Federal-aid funding, or is in a non-Federally funded project of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties, cities, and villages of the state through the Act 51 formulas is not shown in the TIP. The total amount of MTF funding available each year can be projected. As long as the amount of MTF funding for highways shown in the TIP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the FY 2023-2026 TIP is constrained to reasonably available revenues.

### **State-Administered Programs that Use both Federal-Aid and State Funding**

The transportation Economic Development Fund (TEDF) is a state program with funding separate from the MTF funds distributed to the cities, villages, and county road commissions each year. TEDF is divided into several categories, TEDF category D (referred to as State D) are funds are distributed to urban and rural counties as defined in Act 51. These funds are often combined with federal STBG - Rural funds. TEDF Category D funds and STBG rural funds are distributed to Berrien and Cass County which awards funds through the Rural Task Force (RTF). State D may be used on road designated All season within any rural portions of the county. Therefore it is possible to have State D funded projects within the NATS TIP.

Four additional TEDF categories (A, B, E, and F) are 100% state-funded programs that are competitively awarded by the state. Projects using these funds do not have to be in the TIP unless they are being supplemented with federal-aid highway funding by the awardee, or the project is considered regionally significant.

## **Base and Assumptions Used to Forecast Programs with Combined Federal and State Funding**

Category D projects programmed in the TIP are constrained to the targets provided by the Rural Task Force, plus any carryforward of the state portion of these programs (the federally-funded portion does not carry forward).

### **Rebuilding Michigan Program**

Rebuilding Michigan is a program to rapidly improve the condition of the state trunkline highway system throughout Michigan. Initiated by Gov. Whitmer's administration in January 2020, it contains a bonding component and an acceleration component. The \$3.5 billion bonding component, funded through sales of bonds on the market, will finance 49 projects to rebuild or replace roads and bridges throughout the state. The \$954.4 million acceleration component, made possible through the bonding component's freeing up of previously-programmed Federal-aid highway funding, allows 73 scheduled projects on the trunkline system to be moved up, completed years before they otherwise would have been.

### **Sources of Locally-Generated Highway Funding**

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally-funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for roads in the NATS area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of all millages and special assessment districts in force during each year of the TIP period, which is difficult to achieve. It is therefore assumed that locally-generated funding shown in the FY 2023-2026 TIP is constrained to reasonably available revenues.

### **State Trunkline Funding**

The State of Michigan maintains an extensive network of highways across the state and within the NATS area. Each highway with an **I-**, **M-**, or **US-** designation (e.g. I-94, US-31, M-60), is part of this network, which is known as the **State Trunkline System**. The portion of the State Trunkline System in the NATS area is comprised of over 228 lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital assets that require periodic repair, replacement, reconstruction, or renovation. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). MDOT has provided NATS with a list of projects planned for the portion of the trunkline system within the NATS area over the FY 2023-2026 TIP period. As a matter of standard operating procedure, it is assumed that the trunkline project list provided to NATS (and similar lists provided to the other MPOs in the state) is constrained to reasonably available revenues.

## **Innovative Financing Strategies--Highway**

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

**Toll Credits:** This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as “soft match,” rather than using the usual cash match for Federal transportation projects. States have to demonstrate *maintenance of effort* when using toll credits—in other words, each state must show that the toll money is being used for transportation purposes and that it is not reducing its efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the four highway bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped partially mitigate highway-funding shortfalls in Michigan, since sufficient non-Federal funding was frequently unavailable in past years to match all of the Federal funding apportioned to the state.

**State Infrastructure Bank (SIB):** Established in many states, including Michigan.<sup>7</sup> Under the SIB program, states can place a portion of their Federal-aid highway funding into a revolving loan fund for highway, transit, rail, and intermodal improvement projects. Loans are available at 3% interest with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

**Transportation Infrastructure Finance and Innovation Act (TIFIA):** This nationwide program provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and credit of the Federal government to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low.

**Bonding:** A government bond represents debt that is issued by a government and sold to investors to support government spending. The bond issuer is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specified period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk--the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a

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<sup>7</sup> FHWA Office of Innovative Program Delivery. “Project Finance: An Introduction” (FHWA, 2012).

reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States can borrow against their Federal-aid transportation funds, within certain limitations. While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding that could otherwise pay for future projects must instead be reserved for paying the bonds' principal and interest. Michigan's Act 51 requires that funding for the payment of bond and other debts be taken off the top of motor fuel tax and vehicle registration receipts collected before the distribution of funds for other transportation purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years. See the section on the **Rebuilding Michigan program** for details on Michigan's largest current bond program to improve the state's highway infrastructure.

**Advance Construct/Advance Construct Conversion:** This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with Federal-aid funds for the Federal share of the project in a future year (advance construct conversion). Tapered conversion, where the agency is reimbursed over a period of two or more years, can also be programmed. Advance construct allows for the construction of highway projects before Federal-aid funding is available; however, the agency must have the fiscal capacity to build the project using its own resources up front and defer Federal-aid reimbursement to a later year.

**Public-Private Partnerships (P3):** Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period. The private-sector firm is commonly repaid through toll revenue generated by the new facility.<sup>8</sup>

## Operations and Maintenance of the Federal-Aid Highway System

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. *Operations and maintenance* includes those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining

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<sup>8</sup> [http://www.fhwa.dot.gov/ipd/p3/defined/design\\_build\\_finance\\_operate.htm](http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm).

rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal-aid highway funds cannot be used for operations and maintenance. Since the TIP only includes Federally-funded capital highway projects (and non-Federally-funded capital highway projects of regional significance), it does not include operations and maintenance expenses. While in aggregate, operations and maintenance activities *are* regionally significant, the individual projects do not rise to that level. However, Federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the Federal-aid eligible highway system over the FY 2023-2026 TIP period. This section of the Financial Plan provides an estimate of the cost of operations and maintenance in the NATS area and details the method used in the estimation.

MDOT Southwest Region estimates that its operations and maintenance costs were approximately \$13,319 per lane-mile in FY 2021. Using the FY 2021 estimate as a baseline, costs were increased 4% per year over the life of the FY 2023-2026 TIP to adjust for inflation (also known as year of expenditure adjustment—see **Year of Expenditure (Inflation) Adjustment for Project Costs** section below) to provide a total of approximately \$13.9 million estimated operations and maintenance costs on the state trunkline system in the NATS area from FY 2023 through 2026

Local Act-51 road agencies (county road commissions, incorporated cities, and incorporated villages) are responsible for operating and maintaining the roads they own, including those roads they own designated as part of the Federal-aid system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-mile of road in the system has an approximately equal operations and maintenance cost. There are 282 lane miles of locally-owned road on the Federal-aid network in the NATS area. Therefore, applying the per-lane-mile cost of maintenance derived from MDOT Southwest Region's FY 2021 estimate to the number of lane-miles of locally-owned Federal-aid eligible road in the NATS area yields an annual maintenance cost of \$3.75 million in the base year of FY 2021, or a total of \$17.24 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

Finally, adding together the trunkline and locally-owned per-lane mile costs yields a total of \$6.8 million in the base year of FY 2021 for estimated operations and maintenance costs on the entire Federal-aid system in the NATS area, or a total of \$31.2 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

NATS certifies that sufficient funding is being programmed to adequately maintain the Federal-aid highway system in the NATS region.

## Highway Commitments and Projected Available Revenue

The FY 2023-2026 TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the relevant plan period. MDOT issued each MPO in the state, including NATS a local program allocations table covering the years of the FY 2023-2026 TIP. These allocations specify what is reasonably expected to be available to local agencies in the Surface Transportation Block Grant (STBG) Urban— Projects using these funds are constrained to the amounts in the allocations table.

Funds for projects that are competitively awarded are considered to be reasonably expected to be available only after they have been officially awarded. This includes all Safety, CMAQ, TAP, and Bridge projects. The only projects using these funds in the TIP are those already awarded. Therefore, these projects are self-constrained to available revenue.

### **Year of Expenditure (Inflation) Adjustment for Project Costs**

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned in the section entitled **Operations and Maintenance of the Federal-Aid Highway System**, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use the same 4% annual inflation rate as MDOT to determine YOE costs. As an example, if a project costs \$750,000 in the first year of the TIP, the same project is projected to cost \$843,648 in the fourth year of the TIP, at a 4% YOE rate. This is done in order to provide a more realistic estimate of a project’s cost at different points in time. Because of the constant pressure of inflation on all goods and services in the economy, it is preferable to build a project as close to the present day as possible; thus the attraction of bonding as a funding strategy (see the **Innovative Financing Strategies—Highway** section). This also demonstrates the fundamental problem facing infrastructure funding—the rate of inflation (standardized at 4% for MDOT and local agencies) is higher than the expected growth in tax revenues (standardized at 2%). Transit projects have a different inflation rate that reflects the costs of goods and services necessary to operate transit systems.

### **Demonstration of Fiscal Constraint of the FY 2023-2026 TIP—Highway Projects**

This financial plan is required to show that the cost of highway projects in the FY 2023-2026 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as

demonstration of fiscal constraint, and is also required for transit projects. The table at the end of the financial plan section compares the amount of funding from each of the Federal, funding sources programmed in TIP to the amount of each highway funding source reasonably expected to be available in each year of the FY 2023-2026 TIP period. This table demonstrates that the FY 2023-2026 TIP is fiscally constrained for highway projects —the amount programmed using each highway funding source does not exceed the amount reasonably expected to be available from that highway funding source in any of the four years of the TIP.



## Transit Funding

### **Sources of Federally-Generated Transit Funding**

Federally-generated revenue for transit comes from Federal motor fuel taxes, just as it does for highway projects. Some of the Federal motor fuel tax collected nationwide is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). Federal-aid transit funding is similar to Federal-aid highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common Federal-aid transit programs.

**Section 5307:** This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations), 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. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 200,000 population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor's apportionment.

**Section 5339(a) Formula Grants, Bus and Bus Facilities:** Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state receives a fixed amount, with the remaining funding apportioned to transit agencies based on various population and service factors.

**Flex Funding.** Transit agencies can also apply for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. Niles Dial A Ride uses CMAQ funding to replace buses past their useful life with newer more fuel efficient bus which produce less emissions. If a transit agency is awarded STBG or CMAQ funding, that funding must be flexed (transferred from the Federal Highway Administration to the Federal Transit Administration). Once flexing has occurred, the money from STBG and/or CMAQ follows the eligibility and accounting rules of the FTA program to which it has been transferred.

**Other Federal-Aid Transit Funds:** In addition to the core Federal-aid transit funds described above, there are other Federal-aid funds for transit. These other programs are competitive funds that local public transit agencies apply for directly from the Federal Transit Administration (FTA) U.S. Department of Transportation (USDOT).

**Other Federal-Aid Transit Funds** include, but are not limited to:

- **Grants for Buses and Bus Facilities (Section 5339(b)):** Intended for capital investments in public transportation systems to replace, lease, and purchase buses and related equipment and to construct bus-related facilities, including upgrades or innovations to modify low- or no-emission vehicles or facilities.

### **Base and Assumptions Used in Forecast Calculations of Federal Transit Funds**

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the Federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the amount of Federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the Federal amounts programmed into the FY 2023-2026 TIP by each transit agency to be constrained to reasonably-expected available revenues.

### **Sources of State-Generated Transit Funding**

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 directs 10 percent of tax receipts credited to the MTF (after certain deductions) to a subaccount of the MTF called the Comprehensive Transportation Fund (CTF).<sup>9</sup> This is similar to the Mass Transit Account of the Federal HTF. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.<sup>10</sup> Funding from the CTF is used by public transit agencies for matching Federal grants and also for operating expenses.

### **Base and Assumptions Used in Forecast Calculations of State Transit Funds**

MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purpose(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match Federal-aid funding, and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for Federal-aid transit funds, the state-generated transit funding amounts programmed into the FY 2023-2026f TIP by each agency are considered to be constrained to reasonably-expected available revenues.

### **Innovative Financing Strategies--Transit**

Sources of funding for transit are not limited to the Federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the **Innovative**

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<sup>9</sup> However, funding raised through enactment of the 2015 transportation laws mentioned earlier is not directed to public transit, so this will alter the ratio of funding to the CTF as a proportion of total funding into the MTF.

<sup>10</sup> Hamilton, William E. *Act 51 Primer* (House Fiscal Agency, February 2007), p. 4.

**Financing Strategies—Highway** section). The Federal government also allows the use of toll credits to match Federal-aid funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.<sup>11</sup>

### **Transit Capital and Operations**

Transit expenditures are divided into two basic categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers to the activities necessary to keep the system running, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operations expenses. This was true for the previous FY 2023-2026 TIP, and is also true of the FY 2023-2026 TIP. As with highway operations, almost all transit operating costs do not have to be in the FY 2023-2026 TIP.

### **Demonstration of Fiscal Constraint of the FY 2023-2026 TIP—Transit Projects**

This financial plan is required to show that the cost of transit projects in the FY 2023-2026 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is called demonstration of fiscal constraint, and is also required for highway projects. The table at the end of the financial plan section compares the amount of funding from each of the Federal, funding sources programmed in TIP to the amount of each Transit funding source reasonably expected to be available in each year of the FY 2023-2026 TIP period. The table in demonstrates that the FY 2023-2026 TIP is fiscally constrained for transit—the amount programmed using each transit funding source does not exceed the amount reasonably expected to be available from that transit funding source in any of the four years of the TIP.

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<sup>11</sup> FHWA Office of Innovative Program Delivery at [http://www.fhwa.dot.gov/ipd/finance/tools\\_programs/Federal\\_aid/matching\\_strategies/toll\\_credits.htm](http://www.fhwa.dot.gov/ipd/finance/tools_programs/Federal_aid/matching_strategies/toll_credits.htm).

## Fiscal Constraint Demonstration Table

	2023	2024	2025	2026	Total
<b>Federal Funding for Local Road Agencies</b>					
STBG Urban Allocated	\$678,000	\$691,000	\$705,000	\$718,000	\$2,792,000
STBG Urban Programed	\$604,000	\$609,000	\$608,618	\$631,999	\$2,453,617
CRP Allocated	\$79,000	\$81,000	\$83,000	\$84,000	\$327,000
CRP Programed	\$0	\$0	\$0	\$0	\$0
CMAQ Allocated	\$287,341	\$0	\$0	\$0	\$287,341
CMAQ Programed	\$287,341	\$0	\$0	\$0	\$287,341
Locally Road Total Allocated	\$1,044,341	\$772,000	\$788,000	\$802,000	\$3,406,341
Locally Road Total Programed	\$891,341	\$609,000	\$608,618	\$631,999	\$2,740,958
<b>Federal Funding for MDOT</b>					
NH Allocated	\$41,825,513	\$16,082,062	\$3,108,663	\$0	\$61,016,238
NH Programed	\$41,825,513	\$16,082,062	\$3,108,663	\$0	\$61,016,238
STBG Allocated	\$9,376,491	\$1,773,148	\$177,000	\$521,751	\$11,848,390
STBG Programed	\$9,376,491	\$1,773,148	\$177,000	\$521,751	\$11,848,390
Bridge Fund	\$0	\$1,145,900	\$0	\$0	\$1,145,900
Bridge Fund	\$0	\$1,145,900	\$0	\$0	\$1,145,900
HSIP Allocated	\$322,184	\$641,777	\$354,722	\$1,774,631	\$3,093,314
HSIP Programed	\$322,184	\$641,777	\$354,722	\$1,774,631	\$3,093,314
Total for MDOT	\$51,524,188	\$19,642,887	\$3,640,385	\$2,296,382	\$77,103,842
Total for MDOT	\$51,524,188	\$19,642,887	\$3,640,385	\$2,296,382	\$77,103,842
<b>Total Federal Funding for Roadways</b>					
Highway Total Allocated	\$52,568,529	\$20,414,887	\$4,428,385	\$3,098,382	\$80,510,183
Highway Total Programed	\$52,415,529	\$20,251,887	\$4,249,003	\$2,928,381	\$79,844,800
<b>Federal Funding for Transit</b>					
5307 Allocated	\$260,000	\$265,200	\$270,500	\$276,000	\$1,071,700
5307 Programed	\$260,000	\$265,200	\$270,500	\$276,000	\$1,071,700
5339 Allocated	\$68,000	\$52,800	\$72,000	\$75,200	\$268,000
5339 Programed	\$68,000	\$52,800	\$72,000	\$75,200	\$268,000
CMAQ Allocated	\$0	\$140,000	\$0	\$0	\$140,000
CMAQ Programed	\$0	\$140,000	\$0	\$0	\$140,000
Total Allocated for Transit	\$328,000	\$458,000	\$342,500	\$351,200	\$1,479,700
Total Programed for Transit	\$328,000	\$458,000	\$342,500	\$351,200	\$1,479,700
<b>Grand total</b>					
Grand Total Allocated	\$52,896,529	\$20,872,887	\$4,770,885	\$3,449,582	\$81,989,883
Grand Total Programed	\$52,743,529	\$20,709,887	\$4,591,503	\$3,279,581	\$81,324,500

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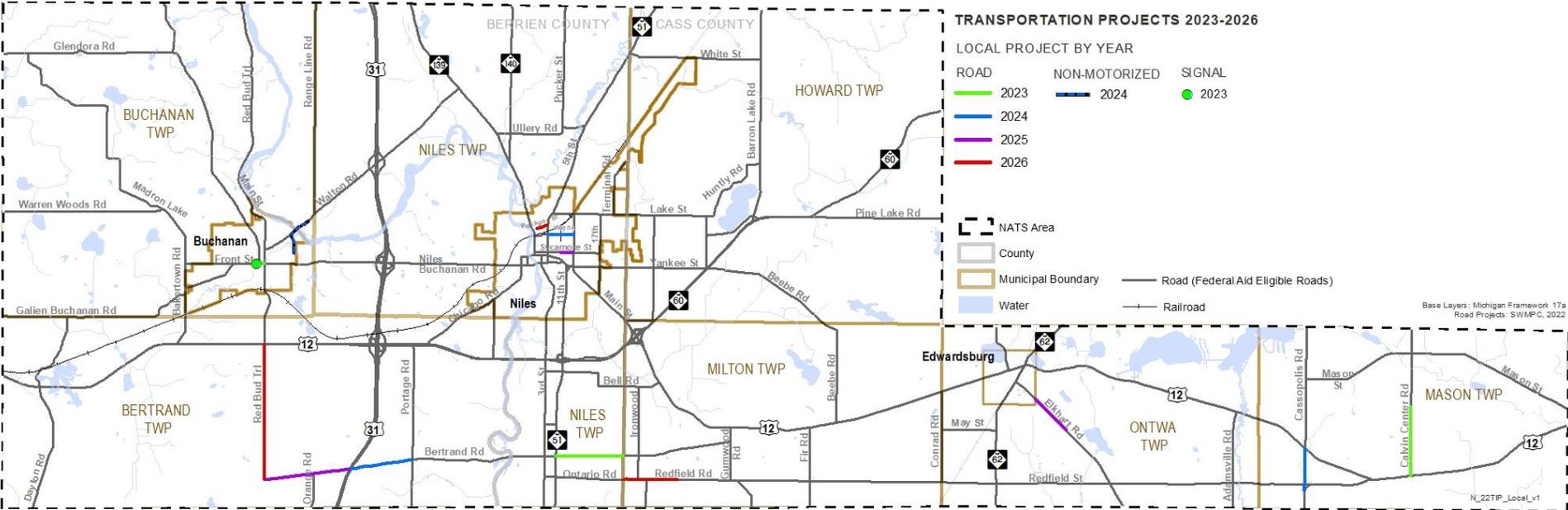
## 2023-2026 Transportation Projects

Projects included in the FY 2023-2026 TIP are shown in the following tables that are broken down by funding (source, amount, and year), responsible agency, project name, location and limits. The following project tables and maps are included:

- Federally Funded Projects on Locally Maintained Roads Map
- STBG Funded Projects on Locally Maintained Roads – Table
- Other Federally Funded Projects on Locally Maintained Roads - Table
- MDOT Projects - Map
- MDOT Projects – Table
- Public Transit Projects



# Federally Funded Projects on Locally Maintained Roads



## STBG Funded Projects on Locally Maintained Roads

FY 2023 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
206394	City of Buchanan	West Front Street	Red Bud Trail to Oak Street	Reconstruction	\$300,000	\$260,747	\$560,747
206395	Berrien CRD Bertrand Twp.	E Bertrand Rd	M-51 East to County Line	HMA overlay with 3 foot wide paved shoulders	\$304,000	\$236,000	\$540,000
<b>Total Funds Programmed</b>					\$604,000	\$496,747	\$1,100,747
<b>Federal STBG Funds Allocated</b>					\$678,000		
<b>Balance</b>						\$74,000	

FY 2024 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
216087	Berrien CRD Bertrand Twp.	W Bertrand Rd	US-31 to Portage Rd.	HMA trench & widen with overlay	\$222,433	\$77,567	\$300,000
216091	Cass CRC Mason Twp.	Cassopolis Rd	US-12 to Old 205	2.5" mill and HMA overlay	\$134,053	\$46,747	\$180,800
216092	City of Niles	Wayne St	North 5th Street to 13th Street	HMA Mill & Resurface	\$252,514	\$88,057	\$340,571
<b>Total Funds Programmed</b>					\$609,000	\$212,371	\$821,371
<b>Federal STBG Funds Allocated</b>					\$691,000		
<b>Balance</b>						\$82,000	

## STBG Funded Projects on Locally Maintained Roads

FY 2025 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
215947	Berrien CRD Bertrand Twp.	W Bertrand Rd	US-31 to Red Bud Trail	HMA trench & widen with overlay	\$374,521	\$83,049	\$457,570
216106	Cass CRC Ontwa Twp.	Elkhart Rd	May Street to Village of Edwardsburg limits	1.5" HMA Mill and Overlay	\$100,841	\$22,361	\$123,202
216108	City of Niles	Sycamore St	9th Street to 13th Street	Mill and Resurface	\$133,256	\$29,549	\$162,805
<b>Total Funds Programmed</b>					<b>\$608,618</b>	<b>\$134,959</b>	<b>\$743,577</b>
<b>Federal STBG Funds Allocated</b>					<b>\$705,000</b>		
<b>Balance</b>					<b>\$96,382</b>		

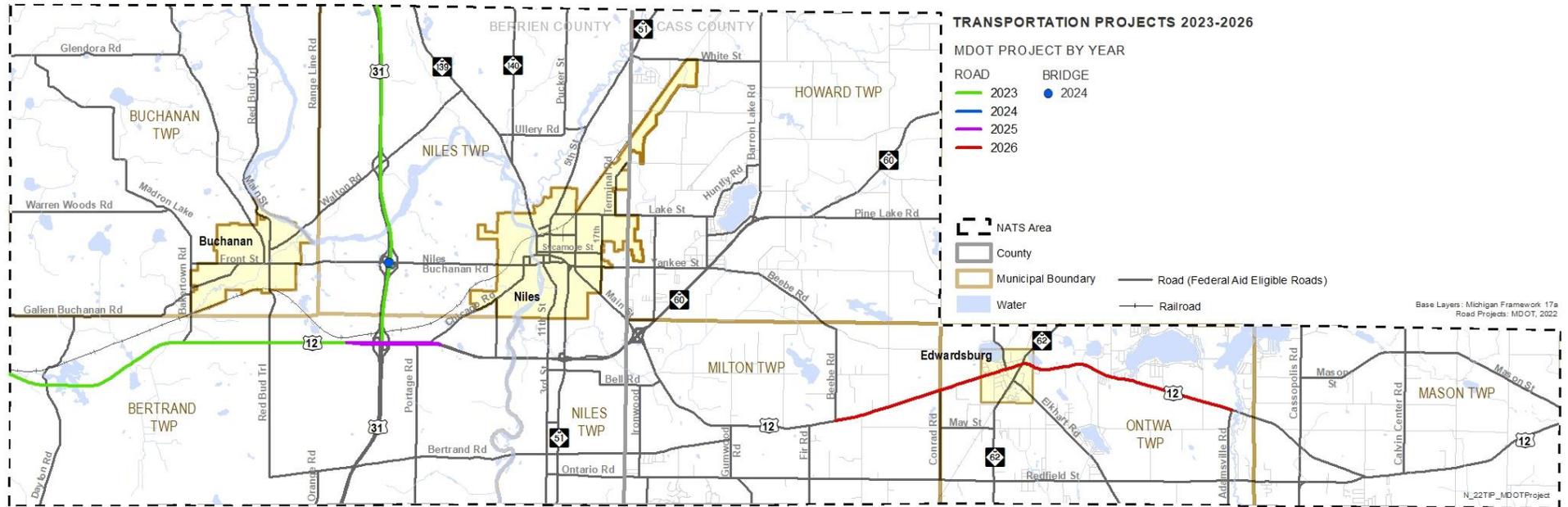
FY 2026 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
216111	Berrien CRD Bertrand Twp.	Red Bud Trail	US-12 to Bertrand Road	HMA Overlay	\$378,212	\$121,788	\$500,000
216117	Cass CRC Milton Twp.	Redfield St	County line to Batchelor Road	1.5" HMA Overlay	\$122,976	\$27,270	\$150,246
216119	City of Niles	Pokagon St	2nd Street to 5th street	Mill and Resurface	\$130,811	\$29,007	\$159,818
<b>Total Funds Programmed</b>					<b>\$631,999</b>	<b>\$178,065</b>	<b>\$810,064</b>
<b>Federal STBG Funds Allocated</b>					<b>\$718,000</b>		
<b>Balance</b>					<b>\$86,001</b>		

## 2023-2026 Other Federal Funded Projects on Locally Maintained Roads

Job #	Year	Agency	Project	Limits/Location	Description	Source	Federal	State	Local	Total
206618	2023	City of Buchanan	W Front St	Front and Oak Street Intersection	Replace Traffic Signal	CMAQ	\$287,341	\$0	\$81,848	\$369,189
207181	2023	Cass CRC Mason Twp.	Calvin Center Rd	US-12 to Grange Street	Mill and one course non-structural hot-mix-asphalt overlay	STBG - RTF	\$198,400	\$24,800*	\$24,800	\$248,000
214949	2024	City of Buchanan	McCoy Creek Trail Extension	From Trial head on Schirmer Parkway to the River St. Joe Brewery	Nonmotorized path and sidewalk construction	TAP	\$339,770	\$0	\$256,318	\$596,088

\*From the TEDF Category D (State D)

# Federally Funded Roads Maintained by MDOT



## 2023 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
207365	Pavement Markings	All trunkline routes in NATS	Longitudinal pavement markings	HSIP	CON	\$253,044	\$28,116	\$281,160
					PE	\$1,278	\$142	\$1,420
207367	Pavement Markings	All trunkline routes in NATS	Special pavement markings	HSIP	CON	\$65,178	\$7,242	\$72,420
					PE	\$1,278	\$142	\$1,420
207378	Pavement Markings	All trunkline routes in NATS	Pavement marking retro reflectivity readings	HSIP	CON	\$1,406	\$156	\$1,562
201984	US-31 N	US-12 to Berrien Township	Hot Mix Asphalt Overlay	NH	CON	\$15,551,500	\$3,448,500	\$19,000,000
202003	M-51	Chestnut Lane to M-60BR	Reconstruct the Interchange as a at grade intersection and additional asphalt resurfacing	NH	CON	\$21,281,000	\$4,719,000	\$26,000,000
214939	US-12 E	980 ft. east of M-139 to 1000 ft. west of Leet Rd.	Concrete pavement repairs	NH	CON	\$4,993,013	\$1,107,187	\$6,100,200
127449	US-12	Galien Twp. line to west of Mayflower Rd.	Shoulder Rehabilitation	ST	CON	\$8,336,423	\$1,848,578	\$10,185,001
214935	M-139	US-12 to M-140	Mill and Two Course Hot Mix Asphalt Overlay	ST	ROW	\$163,700	\$36,300	\$200,000
214935	M-139	US-12 to M-140	Mill and Two Course Hot Mix Asphalt Overlay	ST	PE	\$876,368	\$194,332	\$1,070,700
<b>Total</b>						\$51,524,188	\$11,389,695	\$62,913,883

## 2024 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
215065	US-12 Bridge Maintenance	Over St. Joseph River	Bridge removal and replacement, scour countermeasure, Approaches	BFP	PE	\$16,370	\$3,630	\$20,000
					PES	\$1,129,530	\$250,470	\$1,380,000
207391	Pavement Markings	All trunkline routes in NATS	Longitudinal pavement markings	HSIP	CON	\$288,189	\$32,021	\$320,210
					PE	\$1,278	\$142	\$1,420
207392	Pavement Markings	All trunkline routes in NATS	Special pavement markings	HSIP	CON	\$49,203	\$5,467	\$54,670
					PE	\$1,278	\$142	\$1,420
207403	Pavement Markings	All trunkline routes in NATS	Pavement marking retro reflectivity readings	HSIP	CON	\$1,406	\$156	\$1,562
211815	Pavement Markings	along M-51	Durable all-weather markings with centerline and shoulder corrugations	HSIP	CON	\$70,496	\$7,833	\$78,329
214141	US-12	Beebe Road and Adamsville Road intersection	Addition of Left turn lane and Passing Flare	HSIP	PE	\$229,927	\$25,547	\$255,474
208341	US-31 S	US-12 to Niles/Berrien TWP Line	Hot Mix Asphalt Overlay	NH	CON	\$14,143,680	\$3,136,320	\$17,280,000
208503	US-31	Under Buchanan Road	Epoxy Overlay, Replace Expansion Joint, P&H Replace, Zone Paint, Approaches	NH	CON	\$1,938,382	\$429,831	\$2,368,213
209414	Signal Upgrades	Six Signals in the NATS area	Modernizing signalized intersection to current standards	STG	CON	\$1,773,148	\$0	\$1,773,148
<b>Total</b>						<b>\$19,642,887</b>	<b>\$3,891,559</b>	<b>\$23,534,446</b>

## 2025 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
209623	Pavement Markings	All trunkline routes in NATS	Longitudinal pavement markings	HSIP	CON	\$269,019	\$29,891	\$298,910
					PE	\$1,278	\$142	\$1,420
209624	Pavement Markings	All trunkline routes in NATS	Special pavement markings	HSIP	CON	\$39,618	\$4,402	\$44,020
					PE	\$1,278	\$142	\$1,420
209634	Pavement Markings	All trunkline routes in NATS	Pavement marking retro reflectivity readings	HSIP	CON	\$1,406	\$156	\$1,562
211812	Pavement Markings	M-62, M-139, M-140	Installation of all-weather pavement markings and corrugations	HSIP	PE	\$37,623	\$4,180	\$41,803
214141	US-12	Beebe Road and Adamsville Road intersection	Addition of Left turn lane and Passing Flare	HSIP	ROW	\$4,500	\$500	\$5,000
214938	US-12	Mayflower Road to M-139	Mill and Two Course Hot Mix Asphalt Overlay	NH	CON	\$3,108,663	\$689,337	\$3,798,000
202654	Signage	Signing Upgrade, Signing Update	Non-freeway signing	STG	CON	\$177,000	\$0	\$177,000
<b>Total</b>						<b>\$3,640,385</b>	<b>\$728,750</b>	<b>\$4,369,135</b>

## 2026 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
211812	Pavement Markings	M-62, M-139, M-140	Installation of all-weather pavement markings and corrugations	HSIP	CON	\$334,422	\$37,158	\$371,580
213341	Pavement Markings	All trunkline routes in NATS	Longitudinal pavement markings	HSIP	CON	\$265,824	\$29,536	\$295,360
					PE	\$1,278	\$142	\$1,420
213342	Pavement Markings	All trunkline routes in NATS	Special pavement markings	HSIP	CON	\$49,203	\$5,467	\$54,670
					PE	\$1,278	\$142	\$1,420
213371	Pavement Markings	All trunkline routes in NATS	Pavement marking retro reflectivity readings	HSIP	CON	\$1,406	\$156	\$1,562
214141	US-12	Beebe Road and Adamsville Road intersection in Cass County	Addition of Left turn lane and Passing Flare	HSIP	CON	\$1,121,220	\$124,580	\$1,245,800
211989	Signal Upgrades	US-12 @ Redbud, M-139 @ M-139	Modernize signals to current standards	STG	CON	\$521,751	\$0	\$521,751
<b>Total</b>						<b>\$2,296,382</b>	<b>\$197,181</b>	<b>\$2,493,563</b>

## Federally Funded Public Transit Projects

### FY 2023 TRANSIT PROJECTS

Job #	Description	Federal	State	Total	
<b>5307 funding</b>					
206694	Operating	\$150,000	\$150,000	\$300,000	5307 Programed: <span style="float: right;">\$260,000</span>
206695	Preventative Maintenance	\$110,000	\$27,500	\$137,500	
<b>5339 Funding</b>					
206699	Replace one bus	\$68,000	\$17,000	\$85,000	5339 Programed: <span style="float: right;">\$68,000</span>

### Summary of Transit Funding in 2023

	Federal	State	Total
<b>Revenue in 2023</b>	\$328,000	\$194,500	\$522,500
<b>Amount programed</b>	\$328,000	\$194,500	\$522,500

**FY 2024 TRANSIT PROJECTS**

<b>Job #</b>	<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>Total</b>	
<b>5307 Funding</b>					
216357	Operating	\$155,200	\$155,200	\$310,400	5307 Programed: 265,000
216352	Preventative Maintenance	\$110,000	\$27,500	\$137,500	
<b>5339 Funding</b>					
216359	Replace Fencing at the DART Facility & Replace Roof on garage	\$52,800	\$13,200	\$66,000	5339 Programed: \$52,800
<b>CMAQ Funding</b>					
215349	Replace three buses with vans	\$140,000	\$35,000	\$175,000	5339 Programed: \$1400,00

**Summary of Transit Funding in 2024**

	<b>Federal</b>	<b>State</b>	<b>Total</b>
<b>Revenue in 2024</b>	\$458,000	\$230,900	\$688,900
<b>Amount programed</b>	\$458,000	\$230,900	\$688,900

**FY 2025 TRANSIT PROJECTS**

<b>Job #</b>	<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>Total</b>	
<b>5307 funding</b>					
216372	Operating	\$160,500	\$160,500	\$321,000	5307 Programed: \$270,500
216373	Preventative Maintenance	\$110,000	\$27,500	\$137,500	
<b>5339 Funding</b>					
216374	Replace one bus	\$72,000	\$18,000	\$90,000	5339 Programed: \$72,000

**Summary of Transit Funding in 2025**

	<b>Federal</b>	<b>State</b>	<b>Total</b>
<b>Revenue in 2025</b>	\$342,500	\$206,000	\$548,500
<b>Amount programed</b>	\$342,500	\$206,000	\$548,500

**FY 2026 TRANSIT PROJECTS**

<b>Job #</b>	<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>Total</b>	
<b>5307 funding</b>					
216375	Operating	\$160,500	\$160,500	\$321,000	5307 Programed: \$276,000
216376	Preventative Maintenance	\$115,500	\$28,875	\$144,375	
<b>5339 Funding</b>					
216377	Replace one bus	\$75,200	\$18,800	\$94,000	5339 Programed: \$75,200

**Summary of Transit Funding in 2026**

	<b>Federal</b>	<b>State</b>	<b>Total</b>
<b>Revenue in 2026</b>	\$351,200	\$208,175	\$559,375
<b>Amount programed</b>	\$351,200	\$208,175	\$559,375

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# 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 these issues. 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.

The federal requirements for EJ include the following criteria:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects to EJ populations
2. Minimize any blocking of access of EJ areas to the transportation system
3. Ensure there is no neglect of transportation funding in EJ areas

SWMPC staff has undertaken a variety of actions to ensure that the needs of low-income and minority populations are recognized and addressed. The primary method is through involvement with the public, community groups, and other stakeholders. The SWMPC public participation plan lays out goals and strategies for gaining greater input from all groups, including low-income and minority populations, which have historically been excluded from important decisions. These individuals and groups are invited to participate in meetings and other involvement activities to voice their opinions and offer their input. NATS also conducted an analysis of the investments in the 2023-2026 TIP to ensure that EJ principles were met using the following methodology

## Methodology

For the purposes of Environmental Justice (EJ), two terms need to be defined: Minority and Low-Income.

**Low-Income** is defined as a household living below the poverty level based on the U.S. Department of Health and Human Services (HHS) poverty guidelines. These guidelines change every year due to inflation and vary with the number of people within each household.

**Minority** is defined based on US DOT order 5610.2 as any person identifying as the following:

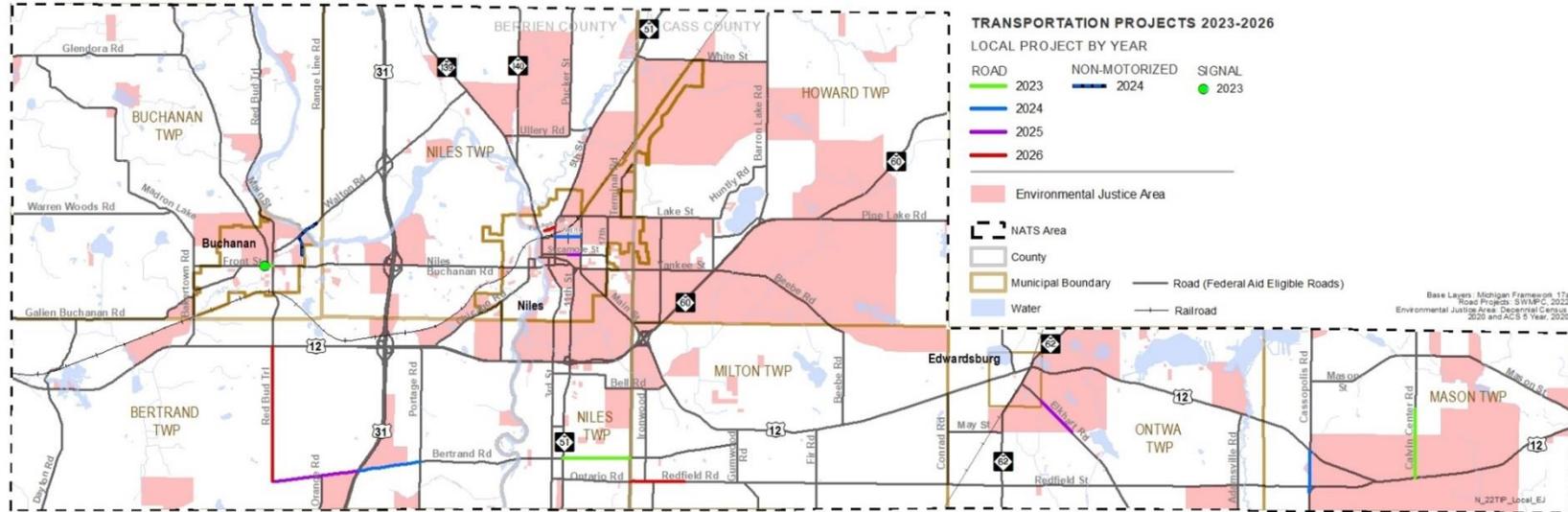
1. African American (a person having origins in any of the black racial groups of Africa)
2. American Indian and Alaskan Native (A person having origins in any of the original peoples of North America and who maintain cultural identification through tribal affiliation or community recognition)
3. Asian Americans (A Person having origins in any of the original peoples of the Far East, South East Asia or the Indian subcontinent)
4. Hispanic or Latino (a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race)
5. Native Hawaiian or other Pacific Islander (A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other pacific islands)
6. Other Minorities (a person having origins from regions not included in any of the above categories, but who does not identify as white)

NATS identified areas within the MPO boundaries where the percentage of minority populations or low-income populations are higher than the statewide average, using the following data:

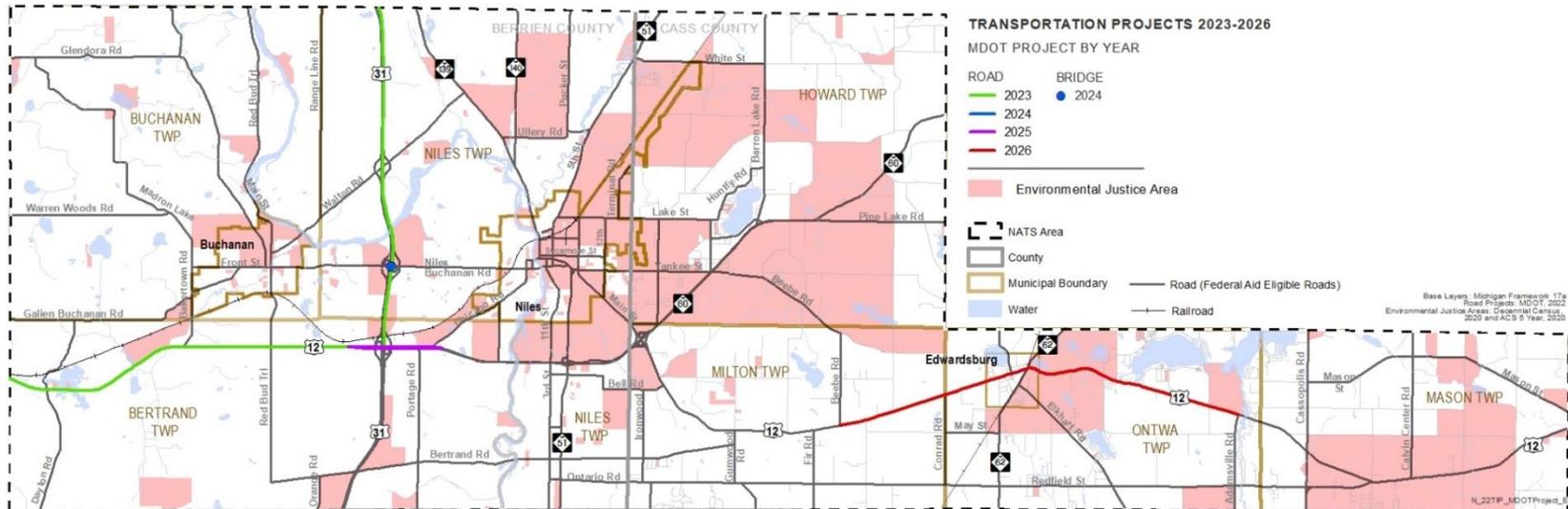
Characteristic	Analysis level	Geographic Level	Data Source	Statewide average
Minority Population	Individual	Census Block	2000 Census	27.6
Low-Income	Household	Census Block Group	2020 American Community Survey	13.1%

The following maps identify the Environmental Justice Areas defined as having either a minority population or low-income households higher than the statewide average. For the EJ analysis, 18 road, bridge, and non-motorized projects were evaluated (MDOT & Local); this list excludes transit, region wide safety, and pavement marking projects. The EJ areas are mapped in relation to f the FY 2023-2026 proposed TIP projects in order to provide a visual analysis of the areas most affected by the projects.

## Local Projects 2023-2026



## MDOT Projects 2023-2026



SWMPC staff compared the total population of the NATS Area to the population living in an impact area, defined as ¼ mile around a project. The table below shows the summary of the minority populations and households below poverty in the NATS Area. It also shows the populations of each group located within the impact area of a project. To estimate the population within an impact area the ratio of impact area to total block/block group area was used. If a project’s impact area covered half a block group, then 50% of that block group’s population is counted as being within an impact area.

**Population Group – Race & Household Poverty**

	<b>NATS Population</b>	<b>NATS Percent</b>	<b>Estimated Population within Impact Area</b>	<b>Percent of Impact Area</b>	<b>Percent Concentration</b>
Total Population	55,900		5,804	100.0%	10.38%
White	46,607	83.4%	4,637	79.9%	9.95%
Hispanic	2,737	4.9%	353	6.1%	12.90%
African American	2,488	4.5%	510	8.8%	20.50%
American Indian	328	0.6%	42	0.7%	12.80%
Asian	389	0.7%	39	0.7%	10.03%
Hawaiian	12	0.0%	2	0.0%	16.67%
Other Minority	216	0.4%	7	0.1%	3.24%
Two Or More Races	3,123	5.6%	214	3.7%	6.85%
<b>Total Minority</b>	<b>9,293</b>	<b>16.6%</b>	<b>1,167</b>	<b>20.1%</b>	<b>12.56%</b>

	<b>NATS Households</b>	<b>NATS Percent</b>	<b>Estimated Households within Impact Area</b>	<b>Percent of Impact Area</b>	<b>Percent Concentration</b>
Total Households	22,445	100.0%	2,453	100.0%	10.9%
Households in Poverty	2,893	12.9%	468	19.1%	16.2%

The percent of a population within an impact area shows each group as a percent of the entire affected population. For example, there are an estimated 5,804 people living in an impact area. Out of these 4,637 or 79.9% are white. A slightly different analysis is the percent concentration per category within an impact area. This shows what percent of each group lives in an impact area. For example of the 46,607 total white population in the NATS area, 4,637 or 9.95% live within an impact area. For this EJ analysis, the percentages were analyzed to see if any one group is largely over or under concentrated in an impact area.

## Analysis and Results

### **Avoiding Disproportionately High and Adverse Human Health and Environmental Impacts**

Out of the 17 mapped projects, 16 are wholly or partially within one-quarter mile of an identified EJ area. Projects which are an expansion of the transportation system (widening) may have potentially adverse impacts to the community through the displacement or relocation of individuals, economic hardship, and/or a lack of sense of community. All projects in the 2023-2026 TIP are reconstruction, rehabilitation, maintenance, non-motorized improvements, or safety projects. These projects are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. Therefore, it is determined that there will be no disproportionately high or adverse human health impacts.

### **Minimize any blocking of access of EJ areas to the transportation system**

Minimizing access can be characterized as the permanent closing of streets or interchanges which would make travel from or to an EJ area more difficult. While temporary closures may be necessary as part of the construction process, no permanent closures are intended as a result of implementing the proposed projects. Therefore, it has been determined that there is minimal blockage of access to the transportation system or loss of mobility as a result of implementing the TIP projects.

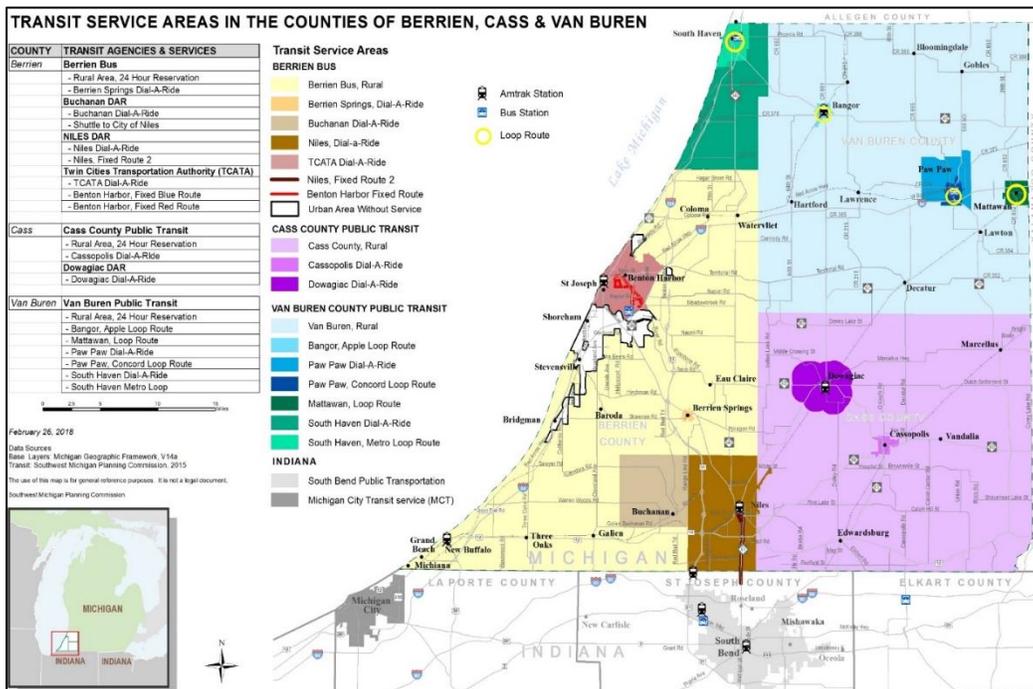
### **Ensure there is no neglect of the transportation system in EJ Areas**

Approximately 10 percent of the total population within the NATS planning area is within a ¼ mile of a project mapped in the 2023-2026 TIP. Out of the total minority population, 12.56 percent are within ¼ mile of a project. About a 16.2 percent of the households below the poverty level are within a ¼ mile of a transportation project, compared to 10.9 percent of all households. This analysis indicates that EJ populations are not being neglected based on the project chosen for the 2023-2026 TIP.

# Public Transit Equity

In addition to the road projects, NATS tries to ensure that all residents are benefiting from federal transportation investments even if they do not drive. The TIP contains many projects for transit to operate the system and maintain a state of good repair. NATS is served by three transit agencies. The City of Niles, City of Buchanan, Buchanan Township and the urban portions of Niles township and Bertrand Township are served by the Niles Dial A Ride. The remaining areas are served by rural transit providers that include Berrien Bus or the Cass County Transit Authority

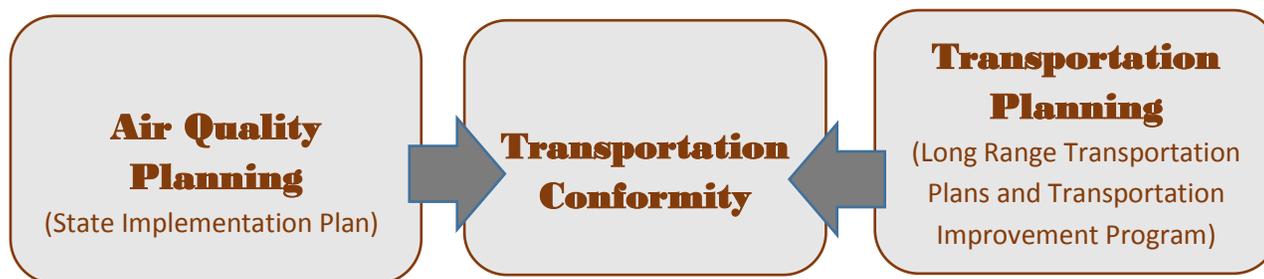
Concerns over the need to improve transit service throughout Berrien County, led to the *Connect Berrien, Transit Service Integration Plan*. The plan was completed in 2018, and efforts are currently underway to implement this plan.



# Air Quality Conformity

## Overview

The Clean Air Act (CAA), enacted in 1970, was established to improve the air, protect public health, and protect the environment. The CAA has been amended over the years, with the significant rules governing transportation conformity added 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 (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM<sub>10</sub>) and less than 2.5 micrometer in diameter (PM<sub>2.5</sub>).



Transportation conformity ensures that federal funding and approval only goes to those transportation activities that are consistent with air quality goals. Transportation officials must be involved in the air quality planning process to ensure that emissions inventories, emissions budgets, and transportation control measures (TCMs) are appropriate and consistent with the transportation vision of a region. If transportation conformity cannot be determined, projects and programs cannot be approved.

Transportation activities that are subject to conformity include all projects listed in the Long range Plan or TIP that receive FHWA or FTA funding or approval. Any project, regardless of the funding source is defined as regionally significant also must meet conformity. The conformity process ensures emissions from the, Long range Plan, TIP, or projects, are within acceptable levels specified within the State Implementation Plans(SIP)and meet the goals of the SIP. Transportation conformity only applies to on-road sources and the following transportation related pollutants:

- Ozone
- Particulate matter at 2.5 and 10
- Nitrogen dioxide
- Carbon monoxide

Generators of air pollution are classified into four main types: Stationary Sources, Area Sources, Non-Road Mobile Sources, and On-Road Mobile Sources.

### Air Pollution Sources

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

In addition to emissions that are directly emitted, regulations require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) react with sunlight. Shown below are the transportation pollutants and associated precursors that can be directly emitted or 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.

Pollutant	Direct Emission	Precursor Emissions			
		NO <sub>x</sub>	VOC	Ammonia	SO <sub>2</sub>
Ozone		X	X		
Particulate Matter 2.5	X	X	X		
Particulate Matter 10	X	X	X	X	X
Nitrogen Dioxide		X			
Carbon Monoxide	X				

## Analytical Process

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) uses monitors throughout the state to measure pollutant levels and then determine 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 2018, Berrien County was classified as nonattainment for Ozone under the EPA's 2015 ozone standard. Cass County was classified as Attainment for the 2015 ozone standard, but still in maintenance for the 1997 ozone standard.

Because NATS is partially within Berrien County, NATS projects are a part of the Berrien County Air Quality Conformity Analysis. In addition, due to the Court case, *South Coast v. EPA*, all areas in maintenance for the 1997 standard are also required to hold Air quality meetings to discuss air quality impacts but they are not required to conduct an air quality analysis

## Findings

An air conformity analysis for Berrien County was conducted by MDOT using the travel demand model developed for the NATS 2045 Long Range Plan, while the Cass conformity used the model from the NATS 2045 LRP. MDOT then ran the Environmental Protection Agency's Motor Vehicle Emission Simulator (MOVES) on the travel demand outputs. The findings concluded that both Berrien and Cass County are below their SIP budgets and are expected to remain below their budgets through 2045. The findings for Berrien County nonattainment area are contained in the *Air Quality Conformity Analysis For the Berrien County, MI Nonattainment Area*, published on May 11, 2022. The Finding for the Cass County maintenance area are contained *Air Quality Conformity Analysis For the Cass County, MI Nonattainment Area*, published on May 11, 2022. Both documents can be found at [https://www.swmpc.org/air\\_quality.asp](https://www.swmpc.org/air_quality.asp)

Anytime a Long Range Plan, TIP, or new Project is added or amended an interagency working group, (IAWG) must determine if a new conformity analysis is required. On April 18, 2022, the IAWG for Berrien and Cass County met to review the FY 2023-2026 TIP projects for air conformity. Only projects that change capacity have the potential to increase or decrease emissions. Therefore reconstruction and rehabilitation projects which improve pavement condition but don't change design are classified as exempt for air quality analysis. All projects in the NATS 2023-2026 TIP were determined to be exempt. Therefore no new analysis was required for Cass County. the IAWG did require a new conformity analysis for Berrien County due to projects the county but outside of the NATS planning area. The summary of the April 18, 2022 IAWG meeting can be found in Appendix J

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# Public Participation

In addition to the input from TwinCATS Technical and Policy Committee the Southwest Michigan Planning Commission (SWMPC) meets the federal transportation legislation of MAP 21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST (Fixing America’s Surface transportation Act by explicitly setting forth a Public Participation Plan (PPP) that includes elements in the transportation planning process. The SWMPC values public participation because the transportation system is significant to everyone and has far-reaching, long-term impacts in communities and the region as a whole. The most recently developed PPP was adopted by TwinCATS on November 16, 2020

The PPP is a comprehensive guidance document, which in its implementation ensures that public participation will always be a major component of the SWMPC planning process. The document is available to the public through the SWMPC website where it may be viewed and downloaded, and upon request at the SWMPC office.

## Engaging the Public

This section is currently under development to reflect the most recent public participation and outreach efforts for the 2023-2026 TIP. A brief overview of activities is below. Supporting documents and public comments can be found in Appendix J.

- Developed new webpage for 2023-2026 TIP with news and announcements to feature efforts such as:
  - Call for projects
  - Project selection criteria
  - Evaluation of each project and score
  - Proposed and selected projects
  - Air quality conformity
  - Opportunity for public comment
- Interactive maps featuring proposed and selected projects.
- Press releases- print news articles/radio interviews
- Emails to interested parties
- Legal notices in newspaper

### **Our promise to the public:**

- Keep the public informed about our activities
- Allow everyone to have meaningful input in the planning process
- Respect all people and all ideas
- Seek out feedback on our activities so we can continuously improve our processes
- Make special efforts to involve persons and groups typically under-represented in planning or with special needs, including low-income, minority, elderly, and disabled populations
- Make providing feedback simple and easy
- Make all efforts for our plans to reflect the feedback from the public
- •Treat the public as an equal partner in our process
- Continuously update our public participation methods based on public feedback and effectiveness

# APPENDIX

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## APPENDIX A | GLOSSARY OF TERMS

**Administrative Modification:** A minor revision to a long-range statewide or metropolitan transportation plan, transportation improvement program (TIP), or statewide transportation improvement program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

**Amendment:** A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes).

Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for long range transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104.]

**Annual Listing of Obligated Projects:** A required listing of all projects and strategies listed in the transportation improvement program (TIP) for which Federal funds were obligated during the immediately preceding program year.

**Attainment Area:** Any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant.

**Conformity:** A Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP).

**Consultation:** One or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), consider the views of the other parties, and periodically inform them about action(s) taken.

**Coordinated Public Transit-Human Services Transportation Plan:** Locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

**Federal Aid Eligible (FAE) Roads:** A road that is eligible to use federal surface transportation block grant funds. Federal Aid roads are designated by FHWA based on the road's National Functional classification. These roads serve a to carry through traffic Road designed mainly to access property are classified as local under the national functional classification, and are not federal aid eligible.

Together federal aid roads make up the federal aid highway system.

**Financially Constrained or Fiscal Constraint:** The metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed."

**Highway Performance Monitoring System (HPMS)** data is used for assessing highway system performance under the U.S. DOT and FHWA's strategic planning and performance reporting process in accordance with requirements of the Government Performance and Results Act. The HPMS includes inventory information for all of the Nation's public roads as certified by the States' Governors annually. All roads open to public travel are reported in HPMS regardless of ownership, including Federal, State, county, city, and privately owned roads such as toll facilities.

**Long-Range Transportation Plan (LRTP):** A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system and serving as the defining vision for the region's or state's transportation systems and services. Also known as a Metropolitan Transportation Plan.

**Maintenance:** In general, the preservation (scheduled and corrective) of infrastructure. The preservation of the entire highway/transit line, including surface, shoulders, roadsides, structures, and such traffic-control devices as are necessary for safe and efficient utilization of the highway/transit line.

**Maintenance Area:** Any geographic region of the United States that the EPA previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended.

**Management and Operations (M&O):** See transportation systems management and operations.

**Management System:** A systematic process, designed to assist decision makers in selecting cost effective strategies/actions to improve the efficiency or safety of, and protect the investment in the nation's infrastructure.

**Metropolitan Planning Area:** The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out.

**Metropolitan Planning Organization (MPO):** The policy board of an organization created and designated to carry out the metropolitan transportation planning process.

**Multimodal:** The availability of transportation options using different modes within a system or corridor.

**Nonattainment Area:** Any geographic region of the United States that has been designated by the EPA as a nonattainment area under Section 107 of the Clean Air Act for any pollutants for which a National Ambient Air Quality Standard exists.

**Obligated Projects:** Strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting Federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by FHWA or awarded as a grant by the FTA.

**Operational and Management Strategies:** Actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximizing the safety and mobility of people and goods.

**Operations and Maintenance (O&M):** The range of activities and services provided by a transportation agency and the upkeep and preservation of the existing system. Specifically, operations include the range of activities/services provided by transportation system agencies or operators (routine traffic and transit operations, response to incidents/accidents, special events management, work zone traffic management, etc; see "Operations"). Maintenance relates to the upkeep and preservation of the existing system (road, rail and signal repair, right-of-way upkeep, etc; see "Maintenance").

**Participation Plan:** MPOs must develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP. This "Participation Plan" must be developed "in consultation with all interested parties."

**Performance Measurement:** A process of assessing progress toward achieving predetermined goals. Performance measurement is a process of assessing progress toward achieving predetermined goals, including information on the efficiency with which resources are transformed into goods and services, the quality of those outputs (how well they are delivered to clients and the extent to which clients are satisfied) and outcomes (the results of a program activity compared to its intended purpose), and the effectiveness of government operations in terms of their specific contribution to program objectives. **Performance Measures:** Indicators of transportation system outcomes with regard to such things as average speed, reliability of travel, and accident rates.

**Planning Factors:** A set of broad objectives defined in Federal legislation to be considered in both the metropolitan and statewide planning process.

**Programming:** Prioritizing proposed projects and matching those projects with available funds to accomplish agreed upon, stated needs.

**Project Selection:** The procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

**Region-** A metropolitan or other multi-jurisdictional area.

**Regional Planning Organization (RPO):** An organization that performs planning for multi-jurisdictional areas. MPOs, regional councils, economic development associations, rural transportation associations are examples of RPOs.

**Regionally Significant Project:** A transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network.

A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

**Revision:** A change to a long-range statewide or metropolitan transportation plan, TIP or STIP that occurs between scheduled periodic updates.

**Stakeholder:** Person or group affected by a transportation plan, program, or project. Person or group believing that they are affected by a transportation plan, program, or project. Residents of affected geographical areas.

**Strategic Highway Safety Plan (SHSP):** A statewide-coordinated safety plan that provides a comprehensive framework, and specific goals and objectives, for reducing highway fatalities and serious injuries on all public roads. OR A plan developed by the State DOT in accordance with U.S.C. 148(a)(6).

**Transportation Improvement Program (TIP):** A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process. Must be consistent with the metropolitan transportation plan; required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

**Trunkline:** Michigan’s state owned roads, which are maintained by MDOT. Includes all Interstate Highways, divided highways/freeways, “US-” routes, and all “M-” routes.

**Transportation Planning:** A continuing, comprehensive, and cooperative process to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs. Statewide and metropolitan transportation planning processes are governed by Federal law and applicable state and local laws. [Based on language found in 23 U.S.C. Sections 134 and 135.]

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# APPENDIX B | NATS Policy & Technical Advisory Committee

NATS has two committees, the Technical Advisory Committee (TAC) and the Policy Committee. The purpose of the Technical Advisory Committee is to provide technical advice to the Policy Committee. The purpose of the Policy Committee is 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 Michigan portion of the South Bend and Elkhart Urbanized Areas. Deliberations, findings and approvals of the Policy Committee shall be made after due consideration of the recommendations of the NATS Technical Advisory Committee.

*\*\*Ex-officio (nonvoting member) \*\* Consultant \*\*\* Alternate*

## Policy Committee

### Officers

**Chair:** Richard Cooper, Niles Township

**Vice-Chair:** Sandra Seanor, Cass County Road Commission

### Local Jurisdictions

**City of Niles:** Serita Mason, Georgia Boggs, Jessica Nelson

**City of Buchanan:** Don Ryman

**Village of Edwardsburg:** Dennis Peak

**Bertrand Township:** Butch Payton

**Buchanan Township:** Lynn Ferris

**Howard Township:** Bill Kasprzak

**Ontwa Township:** Dawn Bolock

**Mason Township:** Vacant

**Milton Township:** Susan Flowers

**Niles Charter Township:** Richard Cooper

### Cass County

**Cass County Board of Commissioners:**

Michael Grice, Roseann Marchetti

**Cass County Planning Commission:** Vacant

**Cass County Road Commission:**

Sandra Seanor

### Officers

**Chair:** Richard Cooper, Niles Township

### Officers

### Berrien County

**Berrien County Board of Commissioners:**

Michael Majerek

**Berrien County Planning Commission:**

Eric Lester, M.D.

### Public Transit

**Niles Dial A Ride:** Pepper Miller

### Agencies

**FHWA:** Andy Pickard\*

**FTA:** Susan Weber\*

**MDOT Planning:** Jim Sturdevant

**MDOT, Southwest:** Brian Sanada

**MDOT Coloma TSC:** Jonathon Smith

**SWMPC:** John Egelhaaf\*

**Niles Area Chamber of Commerce:**

vacant

**Michiana Area Council of Governments:**

Caitlin Stevens\*

**Michigan WORKS!/Kinexus:** Vacant

### Tribal

**Pokagon Band of Potawatomi Indians:**

### Berrien County

**Berrien County Board of Commissioners:**

## Technical Advisory Committee Members

### Agencies

**Chair:** Joseph Bellina, Cass County Road Comm.

**Vice-Chair:** Joe Ray, City of Niles

**Local Jurisdictions**

**City of Niles:** Joe Ray, Sanya Vitale

**City of Buchanan:** Heather Grace, Don Ryman\*\*\*

**Village of Edwardsburg:** Dennis Peak

**Bertrand Township:** Butch Payton

**Buchanan Township:** Lynn Ferris

**Howard Township:** Bill Kasprzak

**Ontwa Township:** Dawn Bolock

**Mason Township:** Vacant

**Milton Township:** Susan Flowers

**Niles Charter Township:** Richard Cooper

**Public Transit**

**Niles Dial A Ride:** Pepper Miller

**County**

**Berrien County Community Development:**

Vacant

**Berrien County Road Department:**

Kevin Stack

**Cass County Road Commission:**

Joseph Bellina

**FHWA:** Andy Pickard \*

**FTA:** Susan Weber\*

**MDEQ, Air Quality:** Breanna Bukowski\*

**MDOT Planning:** Jim Sturdevant

**MDOT, Southwest:** Brian Sanada

**MDOT Coloma TSC:** Jonathon Smith

**MDOT Urban Travel Analysis:** Jon Roberts\*

**MDOT Office of Passenger Transportation:**

Vacant

**SWMPC:** John Egelhaaf\*

**Michiana Area Council of Governments:**

Caitlin Stevens\*

**Michigan WORKS!/Kinexus:** Vacant

**Southwest MI Econ Growth Alliance:**

Vacant

**Jerry Tyler Memorial Airport:** Vacant

**Tribal**

**Pokagon Band of Potawatomi Indians:**

Vacant

# Appendix C | MPO Self Certification

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

(for Nonattainment and Maintenance Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation, the Twin Cities Area Transportation Study (TwinCATS), and the Southwest Michigan Planning Commission, the Metropolitan Planning Organization for the Benton Harbor-St. Joseph, Michigan urbanized area, hereby certify, as part of the TIP 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  
Southwest Michigan Planning Commission

June 21, 2022  
\_\_\_\_\_  
Date

Todd White  
Jul 22 2022 11:47 AM  
\_\_\_\_\_  
Todd White Administrator  
Bureau of Transportation Planning

\_\_\_\_\_  
Date

# APPENDIX D | NATS Amendment Policy

Approved March 27, 2018

## Purpose

This document provides guidance on the procedure to change projects in the Transportation Improvement Program (TIP). This includes how to determine if the process requires a federal amendment or if an administrative modification is sufficient.

## Definitions:

**Federal Amendment**, also referred to as an amendment, is any change to the TIP which requires Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval. The amendment process requires public notice to allow for public review and comment in accordance with the SWMPC public participation plan. An amendment requires approvals from the NATS policy committee, MDOT, FHWA, and FTA. An amendment only applies to federally funded projects or projects that require air quality conformity (non-exempt). See Table on page 3.

**Administrative Modification**, also referred to as a modification, is any change to the TIP, which does not require federal approval. A modification does not require NATS committee approval or public notice.

**Job Phase** is any line in the TIP. A single project can be divided into multiple phases such as preliminary engineering (PE), right of way acquisition (ROW), or Construction (CON). Each phase must be listed in the TIP separately.

**Illustrative List** is a list of projects, which are not committed for funding in the TIP but have been added in case additional funding is available or another project in the TIP is removed. Changes to projects that are included only for illustrative purposes do not require an amendment. A project must still go through the federal amendment process to be moved from the illustrative list to the constrained project list.

**Regionally significant project** means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Any capacity increases on a federal aid eligible road within the NATS planning area will be classified as Regionally Significant. This includes:

- New segments
- Added through lanes

- Continuous auxiliary lanes
- New interchanges

Examples of Projects that are Not-Regionally Significant:

- Addition of thru traffic lanes on federal aid eligible-roads that do not extend the full distance between major intersections and are less than a mile in length
- Addition of thru traffic lanes on roads that are not functionally classified as federal aid eligible
- New local roads (such as subdivisions)

**Air Quality Conformity**, also referred to as Conformity, is a requirement under the Clean Air Act (42 U.S.C. 7506(c) that federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals. The goal of transportation conformity is to ensure that a project will not cause or worsen air quality violations. This rule applies to areas deemed to be in nonattainment or maintenance. Berrien County is non-attainment for the 2015 ozone standards; therefore, all NATS amendments/modifications must be reviewed to ensure they meet Air Quality Conformity. This process is done through the Michigan Transportation Conformity Inter Agency Working Group (MITC-IAWG) for Berrien County. SWMPC staff review projects to determine if they are regionally significant or not. Regionally significant projects require further air quality analysis. Non-regionally significant projects are considered “exempt” from air quality conformity analysis. The MITC-IAWG is required to concur with the staff determination on all amendments.

Both Administrative Modifications and Federal Amendments must follow:

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 Long Range Transportation Plan**
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 SWMPC Public Participation Plan**, which outlines strategies that staff will use to ensure the public has opportunity to have input. <http://www.swmpc.org/participation.asp>

**Federal Amendment and Administrative Modification Decision Table**

Type of Change	Federal Amendment	Administrative Modification
Adding or removing any project that affects air quality conformity or requires a conformity determination regardless of cost or funding source	x	
Adding or deleting a federally funded project or job phase to the TIP	x	
Moving a federally funded project from the illustrative list to the fiscally constrained list or vice versa	x	
Changing a non-federally funded project to a federally funded project	x	
Changing the cost of the total phase budget by more than 25%*	x	
Any change to any project that would affect capacity or air quality conformity	x	
A significant change to work type or project description	x	
Changing the limits by 1/2 mile or more	x	
Addition or removal of project items (sidewalk, bike lane, ADA enhancement, etc.) for 1/2 mile or more	x	
Adding or removing a project with no federal funding and not needing air quality conformity determination		x
Adding or deleting a project from the Illustrative List		x
Changing from one federal funding source to another federal source (except CMAQ) provided work type remains the same.		x
Moving fiscal years within the current TIP		x
Changing the cost of the total phase budget by less than 25%*		x
Adding or removing advance construct funding		x
Any change to a non-federally funded project so long as it doesn't affect capacity or air quality conformity		x
Technical corrections such as typos, misspellings, or other data entry errors		x

\*Cost changes are cumulative based on the last federal approval. This means that a project cost may be increased multiple times administratively as long as the combined cost has not increased or decreased by more than 25%

This table may not cover all possible changes. For additional information please contact:

Brandon Kovnat, SWMPC associate planner

[kovnatb@swmpc.org](mailto:kovnatb@swmpc.org)

(269) 925-1137 x 1524

## Amendment Process:

The following steps must be taken for all proposed changes to the Transportation Improvement Program:

1. The requesting agency must submit a letter to SWMPC requesting an amendment to the Transportation Improvement Program (TIP). The Amendment letter must be sent at least 10 calendar days prior to the regularly scheduled NATS meeting to allow for public notice. Amendments cannot be accepted after the 10-day deadline.

The letter must contain the following:

- Agency's letterhead
- A date
- Information to identify the project: Project name, limits, fiscal year of award, and MDOT job number (NA for Transit).
- The proposed changes to the project along with the current values (e.g. for a cost change: increasing from x to y)
- A brief explanation why the amendment is being requested
- A signature from an authorized individual

Letters can be sent via email or mail (see the example letters on the following pages)

2. Staff will review the amendment according to the approved TIP Amendment Policy in order to determine if the change requires a federal amendment or can be made as an administrative modification. For administrative modifications, staff will submit the request to MDOT; an administrative modification does not require committee approval or FHWA & FTA review.
3. All amendment request letters will be included in the meeting packet for the regularly scheduled NATS committee meetings. The packets are sent to committee members five business days prior to the meeting, and posted on the SWMPC website.

The following Steps only apply to changes, which require a federal amendment:

4. The requesting agency is expected to present their amendment request to the committees at the meeting and answer any questions.
5. At the regularly scheduled NATS meeting, the Technical Advisory Committee will vote on whether they recommend that the policy committee approve the amendment. This will be followed by the Policy Committee voting on approval.

6. Once an amendment has been approved by NATS , staff will follow MDOT’s process to submit the amendment to MDOT for approval. Staff will copy the requesting agency on the submittal and keep them informed about the status of the amendment.
7. MDOT reviews the amendment request to ensure it complies with all applicable regulations. These include air quality conformity, environmental justice implications proper public notice, and fiscal constraint.
8. Once approved by MDOT, FHWA and FTA each review the amendment. When FHWA and FTA approve the amendment, they will send a signed copy of the transmittal forms to MDOT & SWMPC.
9. Staff will notify the requesting agency as soon as the amendment has been approved.
10. Whenever amendments are approved, a revised TIP project list will be uploaded to the SWMPC website. Staff will inform the committees of any amendment approvals and changes to the TIP, including any administrative modifications, at NATS committee meetings.

Note on Administrative Modifications: An administrative modification is a type of change to the TIP, which does not require NATS committee approval, nor does it go through the federal review process. The process for an administrative modification is the same from steps 1 through 4. Because there is no need for committee approval or federal review the amendments can be programed as soon as staff receives the amendment request letter. Staff will let the requesting agency as soon as the administrative modification has been made. Staff will let committee members know if any administrative modification have been made at regular NATS committee meetings.

# APPENDIX E | Project Application

Niles-Buchanan-Cass Area Transportation Study  
2024-2026 Transportation Improvement Program (TIP)  
Federal Surface Transportation Block Grant Funds Project Application

Section 1. Applicant Information			
Agency Name			
Contact Name		Title	
Phone Number		Email	
Engineer/Consultant (If applicable)			
Phone Number		Email	

Section 2. Project Information			
Project Name/Road Name			
Project Limits (e.g. Napier Ave. to Britain Ave.)			
Project Length (nearest hundredth of a mile)		Proposed Year of Funding	
Primary Work Type	<input type="checkbox"/> Reconstruct <input type="checkbox"/> Restore & Rehabilitate <input type="checkbox"/> Roadside Facility <input type="checkbox"/> Resurface <input type="checkbox"/> Traffic Operations/Safety <input type="checkbox"/> Other		
Project Description (Please provide major work items including sidewalks, utility work, ADA upgrades etc.)			
Was this project applied for during the 2020-2023 Call for Projects but not selected	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Was this project awarded funding for the 2020-2023 TIP, but was either canceled or failed to be obligated	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please explain:		
If you are submitting multiple applications, please rank your applications by priority.	Project Rank:		

### Section 3. Project Funding

Estimated STBG Participating Cost of the Project	\$
Minimum local match required - 18.15% of the Participating cost	\$
Can your agency supply additional match beyond the minimum required 18.15%. If so how much?	<input type="checkbox"/> Yes <input type="checkbox"/> No Amount \$
Are there elements of the project that could be eligible for other federal fund sources such as CMAQ, TAP, Bridge etc.	Source:            Amount: \$ Explanation:
Will the project have nonparticipating work, such as water, or sewer work?	amount: \$ Explain:
Does your agency have the financial capacity to Advance Construct (AC) all or part of this project if necessary? If yes, what is the maximum dollar amount your agency is willing to Advance Construct (AC)?	<input type="checkbox"/> Yes <input type="checkbox"/> No Maximum Dollar Amount you can AC? \$

### Section 4. Regional Connectivity

What is the most current daily traffic count for the limits of this project?	AADT: Year of count:            Source:
<a href="#">National Functional Classification</a> (NFC) for this roadway	

### Section 5. System Preservation

2021 PASER rating (Available 8-10-21)	
Current state of drainage	<input type="checkbox"/> Adequate <input type="checkbox"/> Minor and tolerable drainage problems <input type="checkbox"/> Occasional drainage problems with some maintenance required <input type="checkbox"/> Inadequate, frequent flooding, excessive maintenance required
Expected increase in Remaining Service life (RSL)	Use MDOT's <a href="#">Guidelines for Geometrics on Local Projects</a>
What MDOT guidelines does the project conform to?	<input type="checkbox"/> Reconstruction (4R) <input type="checkbox"/> Resurfacing, restoration, and Rehabilitation (3R) <input type="checkbox"/> Preventative Maintenance (PM)

## Section 6. Safety

Please list the number and severity of crashes within the proposed project limits over the last 5 yrs. (2016-2020) (see [Michigan Crash Facts](#) for crash data)

Total Crashes		Pedestrian & Bicycle Crashes	
Fatalities		Serious Injuries	
Using the attached Crash Reduction Factors sheet, please check each safety counter measure that will be included in the project			
Describe any other safety improvements this project will provide			

## Section 7. Pedestrian and Bicycle Improvements

Please explain what pedestrian and/or bicycle facilities if any currently exist	
Please explain any additional pedestrian and/or bicycle improvements included in the project.	
Does this project connect to an existing pedestrian/bicycle facility or one that is planned to be completed before 2027	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide a map of the connecting facilities

## Section 8. Strategic Planning & Investment

Is the project identified in an approved Asset Management Plan, or Capital Improvement Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please attach the plan.
Is the project identified in another approved planning document such as a master plan or parks and recreation plan	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please cite the plan and page number:
Is there an approved asset management plan covering the utilities along the project's limits	<input type="checkbox"/> Yes <input type="checkbox"/> No List utilities covered by the asset management plan:
Will this project coordinate with other infrastructure projects (i.e. utility, water, sewer, etc?)	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please indicate the project type and construction year:
How many water main breaks have you had at this location in the past five years?	
Is there a completed utilities assessment that includes televising the sewers in the project area?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Do you have a maintenance strategy or Asset Management Plan covering non-motorized facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Has staff received Asset Management training through the Transportation Asset Management Council <a href="https://www.michigan.gov/tamc/0,7308,7-356-82158--,00.html">https://www.michigan.gov/tamc/0,7308,7-356-82158--,00.html</a>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Has your agency completed the Asset Management Readiness Scale from the Michigan Infrastructure Council (MIC)? <a href="https://fcm.ca/en/resources/mamp/tool-asset-management-readiness-scale">https://fcm.ca/en/resources/mamp/tool-asset-management-readiness-scale</a>	<input type="checkbox"/> Yes <input type="checkbox"/> No <a href="https://fcm.ca/en/resources/mamp/tool-asset-management-readiness-scale">https://fcm.ca/en/resources/mamp/tool-asset-management-readiness-scale</a>
Does the project cross-jurisdictional boundaries?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, will it be bid as a single project?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Will this project require environmental mitigation, purchase of Right of Way (ROW), or railroad permits?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure If yes, which items are required:
If any of the above items are required please explain how they will be addressed	
Does this project perform Resurfacing, Reconstruction, or Preventative Maintenance on a segment adjacent to a segment that currently has a PASER of 7 or higher	<input type="checkbox"/> Yes <input type="checkbox"/> No List the adjacent segments that qualify:

## Section 9. Existing and Proposed Roadway Design

	Existing			Proposed		
Include the number of vehicle lanes	Through Traffic Lanes	Center Turn Lane	On Street Parking	Through Traffic Lanes	Center Turn Lane	On Street Parking
			<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No
Shoulder Surface	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved		Width (ft.)	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved		Width (ft.)
Sidewalk/ path information	<b>Placement</b> <input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input type="checkbox"/> Intermittent <input type="checkbox"/> None		Width (ft.)	<b>Placement</b> <input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input type="checkbox"/> Intermittent <input type="checkbox"/> None		Width (ft.)
On road bicycle facilities	<input type="checkbox"/> Bike Lane <input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Sharrows <input type="checkbox"/> Wide Shoulders <input type="checkbox"/> None			<input type="checkbox"/> Bike Lane <input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Sharrows <input type="checkbox"/> Wide Shoulders <input type="checkbox"/> None		
Utilities, Sewer and Water	<input type="checkbox"/> Utilities Upgrades Needed <input type="checkbox"/> Sewer and water work needed			<input type="checkbox"/> Replace Utilities <input type="checkbox"/> Relocate Utilities <input type="checkbox"/> Sewer and Water Line Work		
Please describe any improvements being made as part of this project to crosswalks, signage or signals, or streetscape elements not discussed in project description						
Does this project enhance connectivity of pedestrian or bicyclists to fixed route or Dial-A-Ride transit?			<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, how?			

## Section 10. Estimated Project Schedule

Activity	Estimated Date
Resolution of Support for <input type="checkbox"/> Local Match Submitted to SWMPC	
Project Application Submitted to MOT	
Grade Inspection Package Submitted to MDOT	
Grade Inspection Meeting Scheduled	
Final Plan and Estimate to MDOT	
Right of Way (ROW) certified*	
Rail Road Permits*	
Environmental Mitigation*	
Project Obligated	
Project Letting	
Construction Start	
Project Completion	

\*Enter NA if these items will not be required.

	Proposed Improvement	% Reduction	Associated Crash Types
<b>SEGMENT CRASH REDUCTION FACTORS</b>			
<b>Geometric Safety Enhancements</b>			
<input type="checkbox"/>	<b>Center Left-Turn Lane - Construct</b>	80%	Rear-End Left-Turn
		50%	Head-On Left-Turn
		20%	Head-On, Angle, Sideswipe*
		15%	Non Left-Turn Rear-End, Other*
<input type="checkbox"/>	<b>Right-Turn Lane - Construct</b>	65%	Rear-End Right-Turn
		30%	Angle
		15%	Rear-End
		10%	Other*
<input type="checkbox"/>	<b>Horizontal Curve Flattening</b>	30%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 1' each side)</b>	5%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 2' each side)</b>	10%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 3' each side)</b>	15%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 4' each side)</b>	20%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 5' each side)</b>	25%	Lane Departure***
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 6' each side)</b>	30%	Lane Departure***
<input type="checkbox"/>			
<input type="checkbox"/>	<b>Shoulders - Widen to Standard Width (add 7' each side)</b>	35%	Lane Departure***
<input type="checkbox"/>	<b>Vertical Curve Modification</b>	20%	All Applicable Crash Types +++
<b>General Segment Enhancements</b>			
<input type="checkbox"/>	<b>Access Management - Improve</b>	15%	Drive-way Related Applicable Crashes
<input type="checkbox"/>	<b>Centerline Rumble Strips - Install</b>	44%	K and A injury Applicable Crashes
		46%	Single Vehicle Run off Road Left Crashes
		43%	Sideswipe Same Crashes
		55%	Sideswipe Opposite Crashes
<input type="checkbox"/>	<b>High Friction Surface Treatment - Install</b>	35%	Wet Crashes
		20%	All Other Applicable Crashes
<input type="checkbox"/>	<b>Recessed Durable Pavement Markings</b>	5%	All Applicable Crashes
<input type="checkbox"/>	<b>Pedestrian Refuge - Install</b>	50%	Pedestrian Crashes (Review NCHRP Report 841)

<input type="checkbox"/>	Road Diet (4-3 Lane Conversion) - <i>Install</i>	50%	Suburban - All Applicable Crashes
<input type="checkbox"/>	Shoulder Rumble Strips	20%	Run-Off the Road Right Crashes
<input type="checkbox"/>	Signing/Delineation on Horizontal Curves (Including Recessed Durable Pavement Markings) - <i>Install</i>	20%	Lane Departure***
<input type="checkbox"/>	Safety Edge Improvement	13%	All non-intersection crashes (CMF Clearing House ID 8658)
<b>Roadside Enhancements</b>			
<input type="checkbox"/>	Bicycle Lanes - Install per standards	50%	Bicycle Crashes
<input type="checkbox"/>	Shared Use Path - <i>Install</i>	33%	Bicycle and Pedestrian Related Crashes
<input type="checkbox"/>	Fixed Objects From Clear zone (Trees, Culverts, Etc.) - <i>Removal</i>	75%	Fixed-Object Applicable Crashes
<input type="checkbox"/>	Guardrail - <i>Install</i>	55%	Lane Departure ***Fatalities and "A" Injury Applicable Crashes
<input type="checkbox"/>	Sidewalk for Pedestrians - <i>Construct</i>	85%	Pedestrian Crashes
<input type="checkbox"/>	Slope Flattening	15%	Fixed-Object, Overturn Applicable Crashes
<input type="checkbox"/>	Living Snow Fence	20%	Crashes due to wintry surface conditions
<input type="checkbox"/>	Lighting - <i>install on segment</i>	20%	Dark Unlighted Crashes
<b>INTERSECTION CRASH REDUCTION FACTORS</b>			
<b>Pedestrian / Bicycle Enhancements</b>			
<input type="checkbox"/>	Bump Out / Curb Extension - <i>Remove Parking / Install</i>	30%	All Crashes
<input type="checkbox"/>	Bicycle Lanes - Install per standards	25%	Bicycle Crashes
<input type="checkbox"/>	Sidewalk for Pedestrians - <i>Construct</i>	85%	Pedestrian Crashes
<input type="checkbox"/>	Intersection Lighting - <i>install</i>	75%	Pedestrian Fatal - Dark Unlighted Crashes
		40%	Pedestrian A-Injury - Dark Unlighted Crashes
		30%	All Applicable Dark Unlighted Crashes
<input type="checkbox"/>	Rectangular Rapid Flashing Beacons	47%	Pedestrian Crashes
<input type="checkbox"/>	Ped. Countdown Signals - <i>Install new Pedestrian signal</i>	30%	Pedestrian Crashes
<input type="checkbox"/>	Ped. Countdown Signals - <i>Upgrade from existing Pedestrian signal</i>	25%	Pedestrian Crashes
<b>Signal Timing / Hardware Enhancements</b>			
<input type="checkbox"/>	Multiple Low-Cost Improvements	3%	Rear-End
		12%	Right-Angle
		3%	Nighttime
<input type="checkbox"/>	Install Reflectorized Backplates	15%	All Applicable Crashes
<input type="checkbox"/>	Add All-Red Clearance Interval - <i>Add per ITE</i>	20%	Head-On Left-Turn, Angle

<input type="checkbox"/>	<b>Yellow-Change Interval - Increase</b>	10%	All Crash Types
<input type="checkbox"/>	<b>Box Span Signal - Upgrade from Stop Control</b>	65%	Angle
		-25%	Rear-End (Increases Crashes)
		20%	All Other Non Rear-End Crashes
<input type="checkbox"/>	<b>Box Span Signal - Upgrade from Diagonal Span</b>	10%	All Applicable Crashes+
<input type="checkbox"/>	<b>Protected Left-Turn Signal Phase - Add</b>	30%	Left-Turn
<input type="checkbox"/>	<b>Signal Head Size - Increase to 12 "</b>	10%	All Applicable Crashes +
<input type="checkbox"/>	<b>Signal Optimization &amp; Timing Updates</b>	10%	All Applicable Crashes +
<input type="checkbox"/>	<b>Removing Night Flash from Signal Timing</b>	50%	Nighttime Flash mode Related Crashes
<b>Intersection Geometric Enhancements</b>			
<input type="checkbox"/>	<b>Center Left-Turn Lane - Construct</b>	80%	Rear-End Left-Turn
		50%	Head-On Left-Turn
		20%	Head-On, Angle, Other
		15%	Non Left-Turn Rear-End
<input type="checkbox"/>	<b>Intersection Improvements (Realignment, Sight-Distance Improvements, Radii Improvements, Etc.)</b>	30%	Angle
		15%	Rear-End
		10%	Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related
<input type="checkbox"/>	<b>Offset Left-Turn Lane - Construct</b>	65%	Angle-Turn, Head-On Left-Turn
		20%	Rear-End Left-Turn
<input type="checkbox"/>	<b>Offset Right-Turn Lane - Construct</b>	65%	Angle-Turn
		50%	Other Applicable Crashes
		20%	Rear-End Right Turn
<input type="checkbox"/>	<b>Right-Turn Lane - Construct</b>	65%	Rear-End Right-Turn
		20%	Applicable Rear-End Crashes, Sideswipe Same Direction
<input type="checkbox"/>	<b>Roundabout</b>	78%	Fatal and A-Injury Reduction
		57%	Minor Crash Reduction
<input type="checkbox"/>	<b>Lighting</b>	-	See MDOT Interchange Warranted Lighting Guidance and overall MDOT Lighting Guidance
<b>General Intersection Enhancements (Non-Signalized Intersections)</b>			
<input type="checkbox"/>	<b>All-Way Stop Control - New Installation</b>	60%	All Applicable Crashes
<input type="checkbox"/>	<b>Ground Mounted Flashing Beacons (Red)- Install **</b>	30%	All Crashes On Install Approach
<input type="checkbox"/>	<b>Ground Mounted Flashing Beacons(Amber) - Install **</b>	20%	All Crashes On Install Approach

<input type="checkbox"/>	<b>Signing - Improve/Upgrade</b>	30%	Angle, Rear-End Crashes
<input type="checkbox"/>	<b>Pavement Markings - Improve/Upgrade</b>	30%	Angle, Rear-End Crashes
<input type="checkbox"/>	<b>Reflective Sheeting on Sign Posts (lollipops)</b>	15%	All Applicable Crashes

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# APPENDIX F | Project Scoring Methodology

## **NATS Road Project Prioritization System for the 2023-2026 Transportation Improvement Program.**

Approved September 28, 2021

The following pages present a methodology to score projects submitted for consideration for NATS' allocation of Surface Transportation Program (STP) dollars for the 2023-2026 Transportation Improvement Program (TIP).

This project prioritization system serves as a guiding document in project selection, but project selection will be made only after debate in an open and public process. A project selection subcommittee will recommend projects to the Technical Advisory Committee, who will then recommend projects to the NATS Policy Committee. During the initial project 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 NATS Policy Committee.

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

### **System Preservation (8 points possible total)**

#### **PASER Rating (5 points possible)**

5 points if the most recent PASER rating is 2-3 and the project was applied for previously when the PASER was 4 or higher

3 points if the most recent PASER is 2-3 and this is the first application for this project.

3 point is the most recent PASER is 4

1 point if the most recent PASER is 5-6

0 Point if the most recent PASER is 7-10

#### **Project Category per MDOT's "Guidelines for Geometrics on Local Agency Project" (3 points possible)**

3 points if the project follows the MDOT 4R guidelines

2 points if the project follows the MDOT 3R guidelines

1 point if the project follows the MDOT Preventative Maintenance guidelines

## **Safety (5 points total possible)**

### **Safety Countermeasures (3 points possible)**

1 point per traffic safety countermeasure included in the project, up to 3 points maximum

### **Addressing High Crash Location (2 points possible)**

2 point if the project address crashes on a road segment that is 20% higher than the MPO median

1 point if the project address crashes on a road segment that is within 20% of the MPO median

0 points if all road segments in the project are below 20% of the PO medium.

## **Complete Streets (5 points possible total)**

### **Pedestrian and Cycling Facilities (3 Points)**

1 point if the road currently has facilities to accommodate pedestrians or cyclists and the project will not improve conditions further

2 points if the road currently has facilities to accommodate pedestrians or cyclists and the project will add additional facilities

3 points if the project add pedestrian or bicycle facilities where none existed previously.

### **Improving Non-motorized Connectivity (2 points)**

Any added pedestrian or bicycle facilities connect to existing bicycle and pedestrian facilities or those that can reasonably expect to be completed during 2023-2026, thus improving regional connectivity.

## **Regional Connectivity (8 Points total possible)**

### **Traffic Volume (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

### **Functional Classification (3 points possible)**

3 points if project is located on a Principal Arterial

2 points if project is located on a Minor Arterial

1 point if project is located on a Major Collector

## **Strategic Planning & Investment (6 points possible)**

### **Asset Management (3 points possible)**

Using the Asset Management Readiness Scale:

1 point if the projects is listed in an asset management plan for roads/stormwater

1 point if there is an asset management plan covering other utilities along the limits of the project

1 point if staff at the agency have asset management training

**Local Planning Document (1 point possible)**

1 point if the project is identified in another local planning document other than an asset management plan such as a master plan or a parks and recreation plan.

**Project Continuity (1 points possible)**

1 point if the project continues resurfacing, reconstruction or Preventative Maintenance on a segment of roadway adjacent to a segment with a PASER of 7 or higher.

**Additional local match (2 points possible)**

1 point if the agency contributes 24-40% of the estimated construction costs

2 points if the agency contributes 40%+ of the estimated construction costs

**Coordination with sewer and water projects (No Points)**

If there are known water or sewer issues, the project must coordinate utility and road fixes.

**Cross Jurisdictional Coordination (No Points)**

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

**Project Readiness (No Points)**

If the project requires relocation of utilities, purchase of ROW, environmental sensitivity or railroad crossing permits, these items must be addressed in the application and indicated on the project schedule.

## APPENDIX G | Fiscal Constraint Tables From JobNet

### FY 2023 Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2023</b>						
<b>Fiscal Year - 2023, Local MPO Based Constraints</b>						
Carbon Reduction - Tma	\$79,000	\$79,000	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$1,138,747	\$642,000	\$604,000	\$0	\$496,747	\$1,100,747
Stp Flex - Tma	\$36,000	\$36,000	\$0	\$0	\$0	\$0
Transportation Alternatives - TMA	\$92,000	\$92,000	\$0	\$0	\$0	\$0
<b>FY 2023, Local MPO Based Constraints Total</b>	<b>\$1,345,747</b>	<b>\$849,000</b>	<b>\$604,000</b>	<b>\$0</b>	<b>\$496,747</b>	<b>\$1,100,747</b>
<b>Fiscal Year - 2023, Local RTF Based Constraint</b>						
STP - Rural/Flexible	\$223,200	\$198,400	\$198,400	\$0	\$24,800	\$223,200
TEDF Category D	\$24,800	\$0	\$0	\$24,800	\$0	\$24,800
<b>FY 2023, Local RTF Based Constraint Total</b>	<b>\$248,000</b>	<b>\$198,400</b>	<b>\$198,400</b>	<b>\$24,800</b>	<b>\$24,800</b>	<b>\$248,000</b>
<b>Fiscal Year - 2023, Local Projects from Statewide Sources</b>						
CMAQ	\$369,189	\$287,341	\$287,341	\$0	\$81,848	\$369,189
<b>FY 2023, Local Projects from Statewide Sources Total</b>	<b>\$369,189</b>	<b>\$287,341</b>	<b>\$287,341</b>	<b>\$0</b>	<b>\$81,848</b>	<b>\$369,189</b>
<b>Fiscal Year - 2023, MDOT Project Templates</b>						
Road - Rehabilitation and Reconstruction	\$62,555,901	\$51,202,004	\$51,202,004	\$11,353,897	\$0	\$62,555,901
Traffic & Safety	\$357,982	\$322,184	\$322,184	\$35,798	\$0	\$357,982
<b>FY 2023, MDOT Project Templates Total</b>	<b>\$62,913,883</b>	<b>\$51,524,188</b>	<b>\$51,524,188</b>	<b>\$11,389,695</b>	<b>\$0</b>	<b>\$62,913,883</b>
<b>Fiscal Year - 2023, Transit Project Categories</b>						
5307	\$437,500	\$260,000	\$260,000	\$177,500	\$0	\$437,500
5339	\$85,000	\$68,000	\$68,000	\$17,000	\$0	\$85,000
<b>FY 2023, Transit Project Categories Total</b>	<b>\$522,500</b>	<b>\$328,000</b>	<b>\$328,000</b>	<b>\$194,500</b>	<b>\$0</b>	<b>\$522,500</b>
<b>Fiscal Year - 2023 Grand Total</b>	<b>\$54,928,419</b>	<b>\$44,616,498</b>	<b>\$44,371,498</b>	<b>\$9,708,526</b>	<b>\$603,395</b>	<b>\$54,683,419</b>

## FY 2024 Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2024</b>						
<b>Fiscal Year - 2024, Local MPO Based Constraints</b>						
Carbon Reduction - TMA	\$81,000	\$81,000	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - Small MPO	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$867,371	\$655,000	\$609,000	\$0	\$212,371	\$821,371
STP Flex - TMA	\$36,000	\$36,000	\$0	\$0	\$0	\$0
Transportation Alternatives - TMA	\$298,044	\$169,885	\$169,885	\$0	\$128,159	\$298,044
<b>FY 2024, Local MPO Based Constraints Total</b>	<b>\$1,282,415</b>	<b>\$941,885</b>	<b>\$778,885</b>	<b>\$0</b>	<b>\$340,530</b>	<b>\$1,119,415</b>
<b>Fiscal Year - 2024, Local Projects from Statewide Sources</b>						
CMAQ	\$175,000	\$140,000	\$140,000	\$35,000	\$0	\$175,000
Transportation Alternatives	\$298,044	\$169,885	\$169,885	\$0	\$128,159	\$298,044
<b>FY 2024, Local Projects from Statewide Sources Total</b>	<b>\$473,044</b>	<b>\$309,885</b>	<b>\$309,885</b>	<b>\$35,000</b>	<b>\$128,159</b>	<b>\$473,044</b>
<b>Fiscal Year - 2024, MDOT Project Templates</b>						
Bridge Replacement and Preservation	\$3,768,213	\$3,084,282	\$3,084,282	\$683,931	\$0	\$3,768,213
Road - Rehabilitation and Reconstruction	\$17,280,000	\$14,143,680	\$14,143,680	\$3,136,320	\$0	\$17,280,000
Traffic & Safety	\$2,486,233	\$2,414,925	\$2,414,925	\$71,308	\$0	\$2,486,233
<b>FY 2024, MDOT Project Templates Total</b>	<b>\$23,534,446</b>	<b>\$19,642,887</b>	<b>\$19,642,887</b>	<b>\$3,891,559</b>	<b>\$0</b>	<b>\$23,534,446</b>
<b>Fiscal Year - 2024, Transit Project Categories</b>						
5307	\$447,900	\$265,200	\$265,200	\$182,700	\$0	\$447,900
5339	\$66,000	\$52,800	\$52,800	\$13,200	\$0	\$66,000
<b>FY 2024, Transit Project Categories Total</b>	<b>\$513,900</b>	<b>\$318,000</b>	<b>\$318,000</b>	<b>\$195,900</b>	<b>\$0</b>	<b>\$513,900</b>
<b>Fiscal Year - 2024 Grand Total</b>	<b>\$25,803,805</b>	<b>\$21,212,657</b>	<b>\$21,049,657</b>	<b>\$4,122,459</b>	<b>\$468,689</b>	<b>\$25,640,805</b>

## FY 2025 Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2025</b>						
<b>Fiscal Year - 2025, Local MPO Based Constraints</b>						
Carbon Reduction - TMA	\$83,000	\$83,000	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - Small MPO	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$802,959	\$668,000	\$608,618	\$0	\$134,959	\$743,577
STP Flex - TMA	\$37,000	\$37,000	\$0	\$0	\$0	\$0
Transportation Alternatives - TMA	\$96,000	\$96,000	\$0	\$0	\$0	\$0
<b>FY 2025, Local MPO Based Constraints Total</b>	<b>\$1,018,959</b>	<b>\$884,000</b>	<b>\$608,618</b>	<b>\$0</b>	<b>\$134,959</b>	<b>\$743,577</b>
<b>Fiscal Year - 2025, MDOT Project Templates</b>						
Road - Rehabilitation and Reconstruction	\$3,798,000	\$3,108,663	\$3,108,663	\$689,337	\$0	\$3,798,000
Traffic & Safety	\$571,135	\$531,722	\$531,722	\$39,413	\$0	\$571,135
<b>FY 2025, MDOT Project Templates Total</b>	<b>\$4,369,135</b>	<b>\$3,640,385</b>	<b>\$3,640,385</b>	<b>\$728,750</b>	<b>\$0</b>	<b>\$4,369,135</b>
<b>Fiscal Year - 2025, Transit Project Categories</b>						
5307	\$458,500	\$270,500	\$270,500	\$188,000	\$0	\$458,500
5339	\$90,000	\$72,000	\$72,000	\$18,000	\$0	\$90,000
<b>FY 2025, Transit Project Categories Total</b>	<b>\$548,500</b>	<b>\$342,500</b>	<b>\$342,500</b>	<b>\$206,000</b>	<b>\$0</b>	<b>\$548,500</b>
<b>Fiscal Year - 2025 Grand Total</b>	<b>\$5,936,594</b>	<b>\$4,866,885</b>	<b>\$4,591,503</b>	<b>\$934,750</b>	<b>\$134,959</b>	<b>\$5,661,212</b>

## FY 2026 Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2026</b>						
<b>Fiscal Year - 2026, Local MPO Based Constraints</b>						
Carbon Reduction - TMA	\$84,000	\$84,000	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0
STP - Small MPO	\$0	\$0	\$0	\$0	\$0	\$0
STP - TMA	\$859,065	\$681,000	\$631,999	\$0	\$178,065	\$810,064
STP Flex - TMA	\$37,000	\$37,000	\$0	\$0	\$0	\$0
Transportation Alternatives - TMA	\$98,000	\$98,000	\$0	\$0	\$0	\$0
<b>FY 2026, Local MPO Based Constraints Total</b>	<b>\$1,078,065</b>	<b>\$900,000</b>	<b>\$631,999</b>	<b>\$0</b>	<b>\$178,065</b>	<b>\$810,064</b>
<b>Fiscal Year - 2026, MDOT Project Templates</b>						
Traffic & Safety	\$2,493,563	\$2,296,382	\$2,296,382	\$197,181	\$0	\$2,493,563
<b>FY 2026, MDOT Project Templates Total</b>	<b>\$2,493,563</b>	<b>\$2,296,382</b>	<b>\$2,296,382</b>	<b>\$197,181</b>	<b>\$0</b>	<b>\$2,493,563</b>
<b>Fiscal Year - 2026, Transit Project Categories</b>						
5307	\$465,375	\$276,000	\$276,000	\$189,375	\$0	\$465,375
5339	\$94,000	\$75,200	\$75,200	\$18,800	\$0	\$94,000
<b>FY 2026, Transit Project Categories Total</b>	<b>\$559,375</b>	<b>\$351,200</b>	<b>\$351,200</b>	<b>\$208,175</b>	<b>\$0</b>	<b>\$559,375</b>
<b>Fiscal Year - 2026 Grand Total</b>	<b>\$4,131,003</b>	<b>\$3,547,582</b>	<b>\$3,279,581</b>	<b>\$405,356</b>	<b>\$178,065</b>	<b>\$3,863,002</b>

## APPENDIX H| 2023-2026 Illustrative Projects

City or Township	Project Name	Project Limits	Project Description
Niles Twp.	Third Street	Fulkerson Rd to State Line	HMA trench & widen with overlay, Drainage Reconstruct
City of Niles	East Main Street	Maple Street to Silverbrook Street	Mill and resurface structure covers, upgrade sidewalk ramps as necessary to meet current standards pavement markings.
Ontwa Twp.	Redfield Street	Elkhart Rd. to Ebersole Rd.	1.5 HMA, 36 A top course overlay, Shoulder Class II and Pavement Marking
Ontwa Twp.	Redfield Street	Ebersole Road to Adamsville Road	1.5" HMA,36A top course overlay, Shoulder Class II and Pavement Marking
Howard Twp.	White Street	M-51 to Thompson Road	Crush and Shape HMA Surface and add 4 inch HMA, 36 A. Shoulder Class II and Pavement Marking
Niles Twp.	Niles-Buchanan Road	City of Niles to US 31 Bypass	HMA overlay
Milton Twp.	Ironwood Drive	Redfield Street to Bell Road	1.5 HMA, 36 A top course overlay, Shoulder Class II and Pavement Marking
Howard Twp.	Huntley Road	Yankee Street (BR 60) to Lake Street	2.5" Cold Milling HMA Surface replace with 1.5" HMA,36A base course, 1" HMA,36A top course, Shoulder Class II and Pavement Marking
Howard Twp.	White Street	Thompson Rd. to Barron Lake Road -	Crush and Shape HMA Surface and add 4 inch HMA, 36 A. Shoulder Class II and Pavement Marking

## APPENDIX I | List of Available Federal-Aid Highway & Transit resources

<b>FHWA source</b>	<b>Purpose</b>	<b>Examples of Eligible Uses</b>	<b>Allocated to</b>
National Highway Preservation Program (NHPP)	Maintain/repair the National Highway System (NHS).	<ul style="list-style-type: none"> <li>• Construction, rehabilitation, or reconstruction of highways, bridges</li> <li>• Transit capital projects</li> <li>• Highway and transit safety projects</li> <li>• Non-motorized projects</li> </ul>	<ul style="list-style-type: none"> <li>• MDOT Southwest Region</li> <li>• MPOs with 200,000+ population</li> </ul>
Bridge Fund Program (BFP)	Maintain the nation's Critical bridges	Highway bridge replacement, rehabilitation, preservation, protection, and construction projects.	MDOT
Carbon Reduction Program (CRP)	Reduce transportation emissions.	Projects for which a reduction in carbon emissions can be demonstrated	<ul style="list-style-type: none"> <li>• Urbanized areas</li> <li>• MDOT</li> </ul>
Congestion Mitigation & Air Quality (CMAQ)	Reduce emissions of criteria pollutants	Projects with improve traffic flow such as signal upgrades. Non-motorized projects which reduce automobile use. Alternative fuel infrastructure.	<ul style="list-style-type: none"> <li>• Counties in nonattainment or maintenance for air quality</li> <li>• MDOT</li> </ul>
Highway Safety Improvement Program	Reduce traffic related fatalities and serious injuries	Implementation of approved safety countermeasure on a road with documented safety issues	Statewide competitive & can be used on any public road
High Risk Rural Roads	Reduce traffic related fatalities and serious injuries	Subset of federal safety fund reserved for rural roadways	Statewide competitive & can be used on any rural public road
Transportation Alternative Program	Build non-motorized transportation infrastructure	Non-motorized trail construction.	<ul style="list-style-type: none"> <li>• MPOs with an urban population of 200,000</li> <li>• Statewide Competitive</li> </ul>
Surface transportation Block Grant (STBG) – Formality Surface Transportation Program (STP)	Maintain and improve the federal-aid highway system	<ul style="list-style-type: none"> <li>• Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels;</li> <li>• Transit capital projects</li> <li>• Highway and transit safety projects</li> <li>• Non-motorized projects</li> </ul>	<ul style="list-style-type: none"> <li>• MPOs with an urban population of 200,000+</li> <li>• MPOs with an urban population of 50,000-199,000</li> <li>• Urban area -urban area pop. 5,000-49,999</li> <li>• The Rural Task Force (RTF) by region/county</li> </ul>

<b>FTA source</b>	<b>Purpose</b>	<b>Examples of Eligible Uses</b>	<b>Allocated to</b>
<b>5307 Urban Area Formula</b>	Funding for transit capital needs and operations in small 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.	Urbanized areas and then divided between eligible transit agencies
<b>5311 Non-Urbanized Area Formula Grants</b>	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.	Transit agencies which primarily serve non-urbanized area
<b>5310 Elderly and Persons with Disabilities</b>	improve mobility options for seniors and people with 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, Uses for the Mobility Management Program	<ul style="list-style-type: none"> <li>• Urban Areas of 200,000+</li> <li>• MDOT also awards to other areas on a per project basis</li> </ul>
<b>5339 Bus and Bus Facilities</b>	Provides funding for basic transit capital needs of transit agencies	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.	Apportioned based on various population and service factors.

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# Appendix J | MITC-IAWG Minutes

## Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

**Berrien County Nonattainment Area**  
**Cass County Orphan Maintenance Area**

April 18, 2022

2:30 PM Conference Call

### Participants:

Name:	<u>Agency</u>
Michael Leslie	US EPA
Andy Pickard	FHWA
Susan Webber	FTA
Cecilia Crenshaw	FTA
Breanna Bukowski	MDEQ
Jim Sturdevant	MDOT, Statewide Planning
Donna Wittl	MDOT, Air Quality
Brandon Kovnat	SWMPC
Katie Beck	MDOT, Travel Demand Modeling
Brian Sanada	MDOT, Southwest Region
Amy Lipset	MDOT, Southwest Region
Jon Roberts	MDOT, Travel Demand Modeling

1. Call to Order and Introductions

Meeting called to order at 2:30 PM

2. Changes or Additions to the Agenda

None

3. Review of IAWG Policies Reviewed policies

There was a suggestion to make the Preliminary Design (PE) exempt from review. Only the construction actually affects air quality. It was also noted that the final plans can change during the

design of the project. Further research will be conducted to determine if the PE is allowed to be left out of review.

There was an agreement to adopt the proposed review policies as presented to use for reviewing the 2023-2026 projects.

4. Discussion of potential Air Quality impacts from the 2023-2026 projects

There was a review of all of the 2023 through 2026 federally funded surface transportation projects (road & Transit) within Berrien and Cass counties. The group agreed that the vast majority were exempt from further air quality analysis sine they would not affect travel patterns or capacity. It was explained that a few projects were labeled as a widening, in which gravel shoulder would be paved or the paved shoulder would be expanded. Because the travel lanes were remaining the same it was agree that there projects would be exempt. Two projects were deemed non-exempt. These are road diets on Red Arrow Highway. Because these projects will reduce travel lanes, they have the potential to impact travel behavior which can impact air quality.

5. Discussion on Air Quality modeling next steps.

Because there are non-exempt projects for 2023-2026, a new conformity analysis will need to be written. The travel demand modeling unit will run the model used for the 2045 Long Range Plans, with the Red Arrow Road diets added in. The base year will be 2015, an attainment year of 2023. This year is because Berrien County was designated as moderate for air quality, which is a change from marginal. This is because Berrien County did not show improvement in Air Quality from its non-attainment designation in 2018. The years pf 2025, 2035, and 2045 will also modeled. This will show the changes in travel through 2045. Then the resulting vehicle miles travel will be run through the EPA MOVES model to estimate the emissions for criteria pollutants. The new conformity anlysis will be completed in early May.

6. Adjournment

Meeting was adjourned at 3:20 PM.

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## Appendix K | Public Participation

### Comments Received

Per your request, I have reviewed the draft of the TIP document on behalf of the Michigan's Great Southwest Sustainable Business Forum. Due to timing constraints, we have circulated this among our membership and collected comments, but I believe the following notes will capture the sentiment of the sustainability leaders. The Forum applauds the thoughtful planning of the SWMPC and its continued leadership in the region. We were pleased to see that the authors took environmental justice and equity into consideration. It is important that federal investment in the region's transportation and transit be leveraged to improve outcomes for the region's under-resourced communities. The TIP also includes climate change and sustainability within its considerations, and in this area, we believe there may be some room for improvement. During the next three years, the state and region will see the beginning of a generational shift in transportation. Electric vehicles will during this period or soon after become the default choice for personal automobiles, fleets and heavy-duty trucks. This should be a consideration for transportation planning in the region, although MDOT has yet to adequately address these developments in its own planning, it will almost certainly do so in the near future. As you may know, the Infrastructure, Investments, and Jobs Act will provide Michigan with \$110 million for electric vehicle charging infrastructure, as well as the opportunity to compete for significant grant funds. -Daniel Schoonmaker, Executive Director Michigan's Great Southwest Sustainable Business Forum.

Thank you for reaching out regarding the transportation plan. DNR is primarily concerned with road stream/river crossings and generally engages through the EGLE permitting process. However, we can provide expertise and advise as plans and designs are developed. We recommend all road crossings associated with construction projects be evaluated for improvements that would accommodate fish passage and stream stability as well as reduce erosion concerns. Our general guidance is to span the bankfull width of the waterway, design for natural stream bottoms (open of 3 sided culverts), and design for a bankfull water velocity of 3 fps to accommodate fish passage. Any project that will impact the stream bottom will be evaluated for mussel impacts and mussel surveys and/or relocations may be required as part of the work. The presence of threatened and endangered species at each project will be evaluated and we can provide BMPs to avoid potential impacts. These can include timing restrictions on work such as tree cutting windows to protect bats and fish spawning closures. I am available to consult on all of these as projects develop or can engage during the EGLE permit process. We expect to be inundated with requests for input on construction projects as a result of infrastructure funding, but find early coordination helps with permitting and planning. Please reach out to me with any further questions or needs. Happy to help in any way.

**Matt Diana**

Fisheries Biologist, Michigan Department of Natural Resources

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## APPENDIX L | CONSULTATION

The newly adopted Federal legislation (FAST Act) expands upon MAP-21's requirements stating that all MPOs consult with federal, state, and local entities within their planning areas responsible for the following programs:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

The goal of this process is to eliminate or minimize conflicts with other agencies' plans and programs that impact transportation, or for which transportation decisions may impact them. As required, SWMPC will consult with all possible entities responsible for programs mentioned above and welcome their input on future transportation projects. During the development of the 2023-2026 Transportation Improvement Program, SWMPC held discussions with various agencies responsible for carrying out transportation programs in the area as well as other interested and community agencies regarding any of their local plans and progress of the TIP. The agencies that were consulted regarding the proposed 2023-2026 TIP can be found on the following page.

**Education**

Brandywine Schools  
Buchanan Schools  
Edwardsburg Schools  
Lake Michigan College – Niles Campus  
Niles Schools

**Economic Development**

Niles Greater Area Chamber of Commerce  
MSHDA  
Kinexus  
Michigan Economic Development Corporation

**Environmental Protection**

Fish and Wildlife Service  
Michigan Department of Environmental Quality  
Berrien County Conservation District  
Cass County Conservation District  
US Environmental Protection Agency

**Health and Human Services**

Lakeland Health  
Area Agency on Agency  
Berrien County Department of Human Services  
Cass County Department of Human Services

**Historic Preservation**

Berrien County Historical Association  
Michigan State Historic Preservation Office

**Governmental Partners**

MACOG  
Office of State Senator  
79th District State Representative  
Pokagon Band of Potawatomi Indians

**Natural Resources**

Department of Natural Resources  
Berrien County Parks  
Cass County Parks

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# Appendix M | Approvals

## SOUTHWEST MICHIGAN PLANNING COMMISSION

376 W Main, Benton Harbor, MI 49022  
Phone: 269-925-1137 • Website: www.swmpc.org

### APPROVAL OF THE NILES-BUCHANAN-CASS AREA TRANSPORTATION STUDY (NATS) FISCAL YEARS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Southwest Michigan Planning Commission (SWMPC) is the state-designated Metropolitan Planning Organization (MPO) for the Michigan portions of the South Bend and Elkhart urbanized areas; and

**WHEREAS**, the SWMPC board has designated the Niles-Buchanan-Cass Area Transportation Study (NATS) Policy Committee to be responsible for the development of a Transportation Improvement Program (TIP) for the Metropolitan Planning Organization; and

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

**WHEREAS**, the NATS Fiscal Years 2023-2026 TIP has been developed and certified in accordance with the requirements of 23 CFR 450 in cooperation with state and local officials, with opportunities for public involvement, review and input; and

**WHEREAS**, the NATS FY 2023-2026 TIP meets the principles and intent of Environmental Justice; and

**WHEREAS**, the federal and non-federal programmed expenditures in the NATS FY 2023-2026 TIP are constrained with the amount of revenues expected to be available during the four-year period;

**NOW, THEREFORE BE IT RESOLVED**, on this the 24<sup>th</sup> day of May, 2022, the NATS Policy Committee finds the NATS FY 2023-2026 TIP is consistent with the goals of the NATS 2045 Long Range Transportation Plan, is fiscally constrained, conforms with Air Quality Standards and hereby approves the NATS FY 2023-2026 Transportation Improvement Program. Furthermore, the Policy Committee shall submit the NATS 2023-2026 TIP to the Southwest Michigan Planning Commission Board for their review.

ATTEST:

  
Richard Cooper, NATS Policy Committee Chair



### RESOLUTION 2022-3

#### TO APPROVE THE TWIN CITIES AREA TRANSPORTATION STUDY (TwinCATS) FISCAL YEARS 2023-2026 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 2023-2026 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 2023-2026 TIP meets the principles and intent of Environmental Justice; and

**WHEREAS**, the Federal and non-federal programmed expenditures in the TwinCATS FY 2023-2026 TIP are constrained with the amount of revenues expected to be available during the four-year period;

**NOW, THEREFORE BE IT RESOLVED**, this the 21st day of June, 2022, that the Southwest Michigan Planning Commission finds the TwinCATS FY 2023=2026 TIP consistent with the goals of the TwinCATS 2045 Long Range Transportation Plan, fiscally constrained, conforms with Air Quality Standards and hereby approves the FY 2023-2026 TwinCATS Transportation Improvement Program.

  
\_\_\_\_\_  
Roseann Marchetti, Chair  
Southwest Michigan Planning Commission

  
\_\_\_\_\_  
Date