TRANSPORTATION IMPROVEMENT PROGRAM

2026 - 2029

DRAFT FOR PUBLIC COMMENT

NILES BUCHANAN CASS URBANIZED AREA

SWMPC

SOUTHWEST MICHIGAN PLANNING COMMISSION

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INTRODUCTION

Recognizing that many transportation actions and their impacts are by nature, regional in scope, the 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 the 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 ensure 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 is the MPO for the Michigan portions of the South Bend Urbanized Area and the Elkhart Urbanized Area, designated by the Governor in 1981

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:

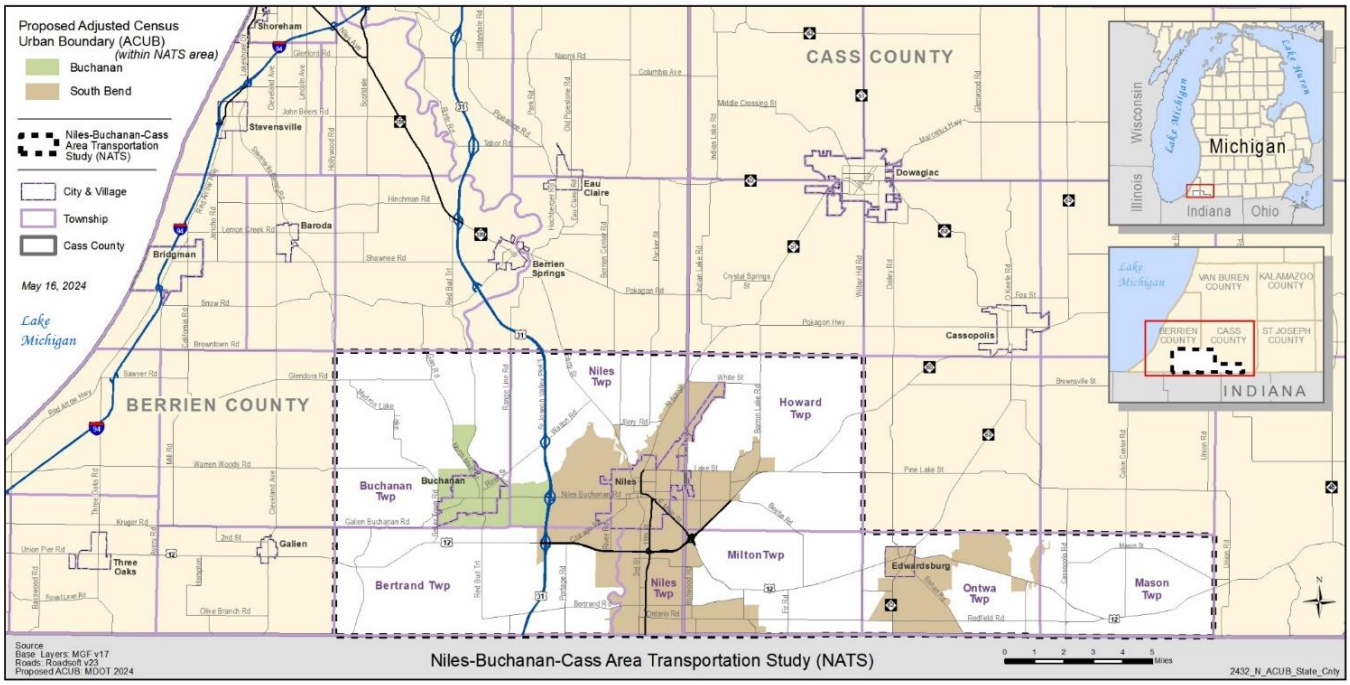
"…continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface 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 stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

NATS Metropolitan Area Boundaries

The Niles-Buchanan-Cass Area Transportation Study (NATS) planning area is a region that spans across the Michigan portions of the South Bend Urbanized Area and the Elkhart Urbanized Area. Encompassing approximately 230 square miles, this area comprises various townships, cities and villages within portions of Berrien and Cass Counties. The communities within the NATS planning area benefit from their close proximity to Indiana cities such as South Bend, Mishawaka, and Elkhart, which significantly shape their population and economic landscapes.



MPO Organization

The Southwest Michigan Planning Commission (SWMPC) is one of fourteen regional planning and development organizations in the State of Michigan. In 1973, SWMPC was designated as the Metropolitan Planning Organization (MPO) for the Michigan portions of both the South Bend Urbanized Area and the Elkhart Urbanized Area.

As the designated MPO, SWMPC is responsible for coordinating federally required transportation planning activities. To fulfill this role, SWMPC collaborates closely with the members of the Niles-Buchanan-Cass Area Transportation Study (NATS), who provide vital local, state, and federal input into the development of core MPO planning documents and initiatives.

These committees are composed of appointed representatives from participating cities, townships, villages, counties, public transit providers, and road agencies across the region.
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.

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 full list of current NATS Policy and Technical Advisory Committee members is available in **Appendix B**

Voting Membership

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

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 Memoranda 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 2023, 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 of the Bi-State Commission Office of Record. MACOG staff attend the Niles Area Transportation Study (NATS) meetings and participate in their highway and transit plans. Staff members from the two bodies work together to ensure 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 Benton Harbor-St. Joseph metropolitan area, the SWMPC is required to certify that projects selected through the planning process conform with all applicable federal laws and regulations. The Southwest Michigan Planning Commission, in its capacity as the MPO for the Benton Harbor St. Joseph region, certifies via the resolution provided in **Appendix 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 underway 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.

TRANSPORTATION IMPROVEMENT PROGRAM

The NATS Fiscal Years 2026-2029 Transportation Improvement Program (2026-2029 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 (2026-2029). Additionally, the TIP identifies all projects by Federal funding program and by 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.

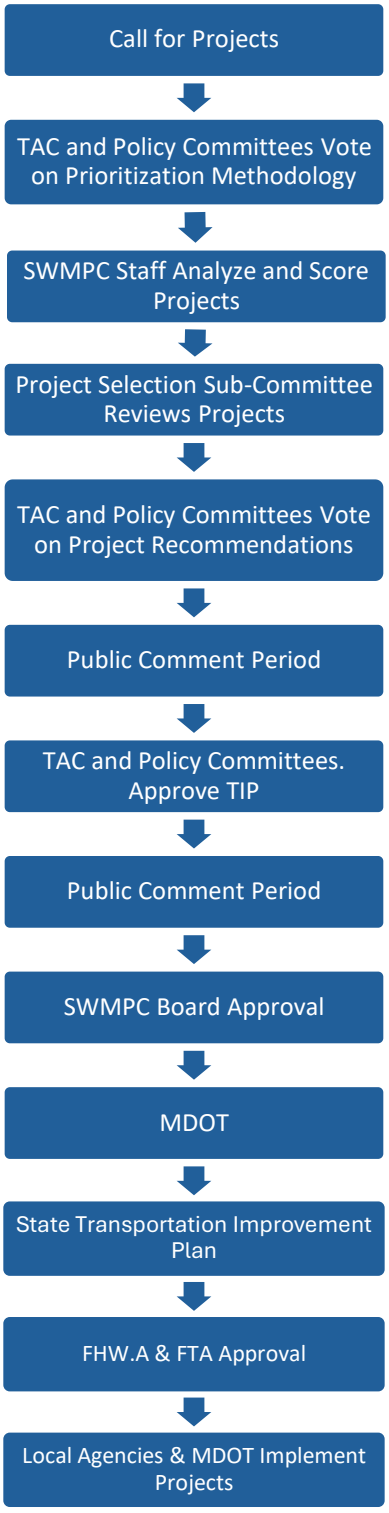
- A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Designed such that once implemented, it makes progress toward achieving the performance targets.

TIP Adoption

Adoption of the NATS 2026-2029 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 on the draft 2026-2029 TIP. After 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 2026-2029 TIP.

The SWMPC staff submits the final (Locally approved) 2026-2029 TIP, with a copy of the formal resolution, to MDOT, which reviews the plan to ensure compliance with federal regulations.



Relationship to the Statewide Transportation Improvement Program

After approval by the NATS 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 MPO 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 MPO 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 removing, or changing a project with no federal funding so long as it does not require 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
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%

Next Scheduled TIP Update

Under current federal law, the NATS Transportation Improvement Program must be updated at least once every four years. The FY 2023-2026 TIP will be in effect until the end of FY 2025, when it will be replaced by the 2026-2029 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 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 its 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

The projects programmed in the TIP by Niles Dial A Ride Transportation (DART), use funding from the Federal Transit Administration, MDOT, and the transit authority's own funds. Niles DART is the designated recipient 5307 federal funding which is utilized for the following activities: operations, replacement buses, preventative maintenance, communications and computer hardware, and facility maintenance. In addition, Niles NART is also the designated recipient of 5339 Bus and Bus Facilities funding which funds many of the same type of capital items funded by 5307 funding. (Bus replacement, facility improvements, computer hardware and communication equipment.) Niles DART 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 Region 4 Transit Human Service Coordination Plan, completed in 2024, provides another mechanism to identify projects in the TIP.

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 2026-2029 TIP, MDOT has estimated that NATS allocation will be approximately $5 million over the four-year period. During the Call for Projects, NATS received requests to use a total of **$4.6 million** in STBG funding. This requires a selection process to choose the best projects. All projects not selected are added to the 2026-2029 illustrative list of projects (see list of illustrative projects in **Appendix I**).

All projects using NATS STBG funding must:

- Be sponsored by one or more of the NATS member jurisdictions or Niles DART.
- Contribute at least 18.15 percent local match towards the project.
- Reflect the investment priorities established in the NATS 2050 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 the Policy Committee on August 27, 2024 **(Appendix F).**

TRANSPORTATION PERFORMANCE MANAGEMENT

Federal transportation legislation established a performance-based planning framework and target-setting requirements for states and Metropolitan Planning Organizations (MPOs). These requirements are focused on several national goals, which include the following categories, shown below.

Performance Measure	Performance Targets
Safety Performance	• Number of fatalities • Rate of fatalities • Number of serious injuries • Rate of serious injuries • Number of non-motorized fatalities and non-motorized serious injuries
Pavement and Bridge Condition	• Percent NHS bridges in good and poor condition • Percent interstate pavement in good and poor condition • Percent non-interstate • NHS pavement in good and poor condition
System Performance and Freight Reliability	• Percent of person-miles traveled on the interstate that are reliable • Percent of person-miles traveled on the non-interstate NHS that are reliable • Truck travel-time reliability
Congestion Mitigation and Air Quality	• Peak hour excessive delay per capita • Percent of non-single occupancy vehicle travel • Total emissions reduction
Public Transportation	• Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure) • State of Good Repair measures are identified by individual transit providers as part of TAM Plan • Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)

In March 2016, the Federal Highway Administration (FHWA) published a final rule in the *Federal Register* (81 FR 13722) revising 23 CFR Part 924 and 23 U.S.C. 148—the Highway Safety Improvement Program (HSIP). This revision incorporated new statutory requirements introduced by MAP-21 and the FAST Act. The HSIP is aimed at reducing fatalities and serious injuries on all public roads through strategic investment in infrastructure programs and projects that enhance transportation safety.

In August 2024, the Michigan Department of Transportation (MDOT) released its FY2025 Safety Performance Measure Targets. These targets are based on a five-year rolling average baseline trend and align with federal requirements for safety performance monitoring.

On November 26, 2024, the NATS Policy Committee voted to support the state targets for the five required safety performance measures. Each year, states must establish safety targets, and Metropolitan Planning Organizations (MPOs) like NATS must either support those targets or set their own.

Safety Performance Measures and Targets

Performance Measure	NATS Baseline (2017–2021)	NATS Baseline (2019–2023)	Statewide Baseline (2017–2021)	Statewide Baseline (2019–2023)	2023 State Target	2025 State Target
Number of fatalities	9.8	10.4	1,041.8	1,085.2	1,105.6	1,098.0
Fatalities per 100 million vehicle miles traveled	1.994	2.102	1.071	1.137	1.136	1.113
Number of serious injuries	45.8	41.6	5,574.2	5,527.8	5,909.2	5,770.1
Serious injuries per 100 million VMT	9.368	8.539	5.878	5.988	6.058	5.850
Non-motorized fatalities and serious injuries	3.4	3.0	752.0	743.0	743.4	728.3

NATS Commitment to Safety

NATS remains committed to supporting these safety targets by collaborating with state and local partners and programming transportation projects aimed at reducing traffic-related fatalities and serious injuries. As a small MPO, NATS assists local agencies in applying for competitive safety funding from a statewide pool. These funds prioritize projects located at sites with a history of fatal or serious injury crashes.

The Southwest Michigan Planning Commission (SWMPC) staff provides technical assistance to local agencies during the application process. Once a project is awarded funding, it is amended into the Transportation Improvement Program (TIP).

NATS will also continue to implement its safety plan, work with partners to identify potential safety projects, and support education and awareness campaigns. These ongoing efforts are essential to advancing progress toward achieving the adopted state safety performance targets.

Anticipated Effect of the Safety Performance Measures

The 2026–2029 Transportation Improvement Program (TIP) is expected to contribute positively toward achieving the State of Michigan's safety performance targets. Projects included in the TIP address both known high-crash locations through reactive improvements, as well as proactive safety measures intended to prevent future incidents. Safety outcomes are also a key factor in the selection of projects funded through the Surface Transportation Block Grant (STBG) program.

Between 2026 and 2029, the Michigan Department of Transportation (MDOT) has programmed a total of approximately $5.4 million in federal and state funds for safety projects which include:

- Pavement marking enhancements to increase roadway visibility and reduce lane departure crashes.
- Adding turning lanes, and installing a roundabout which will reduce intersection related crashes
- Improving pedestrian crosswalks to improve safety for vulnerable road users

In addition, the Congestion Mitigation and Air Quality Improvement (CMAQ) program is being leveraged for projects with secondary safety benefits. Local road agencies are using CMAQ funds to upgrade traffic signals and to develop non-motorized facilities. Although the primary intent of CMAQ is to reduce transportation-related emissions, these investments are expected to result in improved traffic flow and safer conditions for all road users.

The project selection process for the NATS administered STBG funding includes safety as a core criterion. Applicants were required to identify any safety countermeasures they plan to incorporate in their projects for MDOT's Crash Reduction Factor (CRF) list which is also used in the statewide HSIP funding process. Applications received points based on the number of countermeasures included, and whether these address a past fatal or serious crash.

Bridge Performance Measures

Each time MDOT establishes new targets for bridge conditions, Metropolitan Planning Organizations (MPOs) are required to adopt either the statewide targets or establish their own region-specific targets. NATS has opted to support MDOT's statewide bridge condition targets and is committed to maintaining both National Highway System (NHS) and local bridges within its planning area.

Bridge funding, however, is administered by MDOT at the state level. MDOT evaluates bridges on the interstate and state trunkline system to identify necessary projects and allocate funding accordingly. For local bridges, the Michigan Local Bridge Program is overseen by a statewide Local Bridge Advisory Board, which distributes funds based on available resources and a set of weighted evaluation criteria.

MDOT has projected overall condition improvement for NHS bridges across the state, based on projects programmed through both state and local bridge programs. These projections consider system-wide deterioration rates and the age and condition of key structural components for each bridge.

It is important to note that bridge condition targets are particularly sensitive to the percentage of total deck area rated as "poor." In smaller geographic areas, such as MPOs, a single bridge falling into poor condition can disproportionately affect performance metrics. For this reason, statewide targets are generally more stable and less subject to variation compared to MPO-level targets.

The following table summarizes baseline data for the NATS area and the state of Michigan, along with statewide performance targets for NHS bridge condition. These targets are based on the percentage of total bridge deck area classified as either **good** or **poor**, according to federal inspection standards.

Performance Measure	2021 Baseline – NATS	2021 Baseline – Statewide	2-Year Target (2023) – Statewide	4-Year Target (2025) – Statewide
% of NHS bridge deck area in **good** condition	3%	22.1%	15.2%	12.8%
% of NHS bridge deck area in **poor** condition	0%	7%	6.8%	10.0%

The statewide targets reflect MDOT's long-term bridge asset management strategy and are intended to balance ongoing maintenance needs with available funding. NATS supports these targets and will continue to collaborate with MDOT to identify and program bridge improvement projects within the planning area.

System and Freight Reliability Performance Measures

System reliability on the National Highway System (NHS)—both interstate and non-interstate—is evaluated based on the percentage of person-miles traveled on routes considered to be reliable. A roadway segment is deemed reliable when the ratio between peak (congested) and normal travel times is less than 1.50, meaning the increase in travel time during congestion is less than 50 percent of the normal time.

According to 2022 baseline data, approximately 94 percent of person-miles traveled on Michigan's interstate and non-interstate NHS routes met the federal reliability threshold, indicating a high level of consistent travel times across the state network.

Freight reliability is assessed using a similar approach but focuses on truck travel time. The Truck Travel Time Reliability (TTTR) Index measures reliability using the ratio of the 95th percentile travel time to the normal (50th percentile) travel time. This metric captures the impact of extreme delays that are particularly relevant to freight movement.

SWMPC staff actively participated in MDOT's coordination process for developing statewide performance targets. Following this collaboration, the NATS MPO Committees formally elected to support the state-established targets for both system and freight reliability for this performance period.

The table below presents baseline data and statewide targets for travel time reliability performance measures. These measures evaluate the consistency and predictability of travel times on both the Interstate and non-Interstate components of the National Highway System (NHS), as well as freight movement via the Truck Travel Time Reliability (TTTR) Index.

Performance Measure	2021 Baseline – SWMPC*	2021 Baseline – Statewide	2-Year Target (2023) – Statewide	4-Year Target (2025) – Statewide
% of person-miles traveled on the Interstate that are reliable	100.0%	97.1%	80.0%	80.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	95.9%	94.4%	75.0%	75.0%
Truck Travel Time Reliability (TTTR) Index (Interstate only)	1.12	1.31	1.60	1.60

***** Due to the absence of Interstate facilities in the NATS (Niles Area Transportation Study) area and limitations in data collection, the travel time reliability data and performance measures reflect conditions across both the NATS and TwinCATS planning areas.

These reliability metrics demonstrate that the Southwest Michigan Planning Commission (SWMPC) area is currently performing well above the statewide targets. However, the MPO will continue to monitor performance trends and coordinate with MDOT to ensure continued progress toward maintaining and improving reliability on the NHS.

Pavement Performance Measures

Federal regulations require states to measure, monitor, and set performance targets for pavement conditions on the National Highway System (NHS), including both interstate and non-interstate segments. These assessments are based on a composite of four key pavement condition metrics:

- **International Roughness Index (IRI)** – measures surface smoothness.
- **Cracking Percentage** – quantifies surface cracking.
- **Rutting** – measured only on asphalt pavements.
- **Faulting** – measured only on jointed concrete pavements.

States report these metrics annually to the Federal Highway Administration (FHWA) through the Highway Performance Monitoring System (HPMS). This data helps determine the overall condition of NHS roadways.

As of 2016, MDOT was responsible for approximately:

- 5,931 miles of Interstate routes in Michigan,
- 11,959 miles of non-Interstate trunkline routes (M-routes),
- 4,239 miles of local government-owned, non-trunkline NHS roads.

Local agencies are responsible for about 19% of the total NHS mileage in Michigan.
On October 18, 2024, MDOT informed Michigan's Metropolitan Planning Organizations (MPOs) of adjusted pavement, bridge, and reliability performance targets for the Mid-Performance Period. In response, on May 27, 2025, the NATS Policy Committee voted to support MDOT's Mid-Performance Period Target Adjustments for all three performance categories.

NATS will continue to coordinate with MDOT and local partners to support pavement preservation efforts and meet the updated statewide targets through informed investment strategies and project prioritization.

The table below provides a comparison of pavement condition performance measures for the NATS area and the State of Michigan. These metrics reflect the percentage of pavement rated in good or poor condition on both the Interstate and non-Interstate portions of the National Highway System (NHS). The data is based on 2021 baselines, with statewide performance targets established for 2023 and 2025.

Performance Measure	2021 Baseline – NATS	2021 Baseline – Statewide	2-Year Target (2023) – Statewide	4-Year Target (2025) – Statewide
% of Interstate pavement in **good** condition	NA	70.4%	59.2%	67.1%
% of Interstate pavement in **poor** condition	NA	1.8%	5.0%	5.0%
% of non-Interstate NHS pavement in **good** condition	26.9%	41.6%	33.1%	29.4%
% of non-Interstate NHS pavement in **poor** condition	35.5%	8.9%	10.0%	10.0%

Note: Pavement conditions are evaluated using federal standards, incorporating metrics such as International Roughness Index (IRI), cracking, rutting (for asphalt), and faulting (for concrete).

Pavement Monitoring and the PASER System

SWMPC will continue to monitor pavement conditions on both state and locally owned roads within the MPO boundary, as well as across the broader region. This monitoring is conducted annually using the Pavement Surface Evaluation and Rating (PASER) system.

The PASER system operates under the guidance of the Michigan Transportation Asset Management Council (TAMC) and is a key component of Michigan's Act 51 reporting requirements (P.A. 499 of 2002 and P.A. 199 of 2007). These laws require road agencies to report annually on the mileage and condition of federally funded road and bridge networks under their jurisdiction.

In addition to statewide data collection, the MPO gathers local road condition data from municipalities throughout the region using the same PASER methodology. This ensures consistency and allows for a comprehensive assessment of pavement conditions across the entire planning area.

Congestion Mitigation and Air Quality Performance Measures

The Michiana region, encompassing the Michiana Area Council of Governments (MACOG TMA) in South Bend, Indiana, and the NATS MPO in Niles, Michigan, represents a unique cross-state Transportation Management Area (TMA) where collaborative efforts are essential to address regional transportation and environmental challenges. Because this TMA spans the Indiana-Michigan state line, both Indiana and Michigan Departments of Transportation, along with MACOG and NATS, work closely to meet federal Congestion Mitigation and Air Quality (CMAQ) Performance Measure requirements. This collaboration includes joint target setting and reporting for the following performance measures:

- **Annual Hours of Peak Hour Excessive Delay (PHED)**
- **percentage of Non-Single Occupancy Vehicle (Non-SOV) travel**.

These measures are designed to track progress in reducing traffic congestion and improving air quality in areas that are designated as nonattainment or maintenance for federal air quality standards. By aligning strategies and data across state lines, MACOG and NATS support a unified, regional approach to congestion mitigation. Investments in multimodal transportation, traffic flow improvements, and emission-reducing projects are coordinated to improve both mobility and air quality. This cross-jurisdictional cooperation ensures that residents and travelers throughout the South Bend–Niles region benefit from a cleaner, more efficient transportation system.

On May 23, 2023, NATS adopted the following targets:

Performance Measure	Baseline Values 2021	2-yr. target 2023	4 yr. Target 2025
State Total Emission Reduction: PM2.5	1,527.49	595.00	1,191.00
State Total Emission Reduction: NOx	13,118.82	5,227.00	10,455.00
State Total Emission Reduction: VOC	5,246.55	2,295.00	4,590.00

Cumulative 2-year and 4-year targets, measured in kg/day.

Performance Measure	Baseline Values 2021	2-yr. target 2023	4 yr. Target 2025
Annual Hours of Peak Hour Excessive Delay Per Capita *(NPMRDS/HPMS-AADT)*	0.6 hours	2.0 hours	2.0 hours
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel *(ACS Journey to Work Data)*	20.6%	18.0%	18.0%

Public Transportation Agency Safety Plan (PTASP)

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, requiring recipients of FTA Section 5307 funding, as well as certain operators of rail systems, to develop safety plans in compliance with 49 USC 5329. The PTASP rule became effective on July 19, 2019.

At a minimum, the final rule (49 CFR 673) mandates that each safety plan includes the following elements:

- Approval by the agency's Accountable Executive and Board of Directors (or equivalent)
- Designation of a Chief Safety Officer
- Documentation of the agency's Safety Management System (SMS), including:
  - Safety Management Policy
  - Safety Risk Management
  - Safety Assurance
  - Safety Promotion
- Employee Reporting Program
- Performance Targets based on the measures established in FTA's National Public Transportation Safety Plan (NSP)
- Criteria addressing FTA's Public Transportation Safety Program and NSP standards.
- Process and Timeline for annual review and periodic updates of the safety plan

Niles DART Safety Targets

On March 25, 2025, NATS agreed to adopt safety targets as outlined in the Niles DART Transportation Agency Safety Plan, as updated on July 14, 2024. The safety targets include the following key performance measures:

A. Fatalities
   - Total number of reportable fatalities
   - Rate of reportable fatalities per total vehicle revenue miles (VRM)

B. Injuries
   - Total number of reportable injuries
   - Rate of reportable injuries per total vehicle revenue miles (VRM)

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 failures

Niles DART Safety Performance Targets

Service Mode	Fatalities	Fatalities per 100K VRM	Injuries	Injuries per 100K VRM	Safety Events	Safety Events per 100K VRM	System Reliability (Failures per VRM)
Demand Response	0	0	2	0.2	2	0.8	95,000
Fixed Route	0	0	0	0	1	0.46	20,000

Transit Asset Management Plan

The **Transit Asset Management (TAM) Plan** outlines the objectives for managing Niles DART assets, from maintenance and overhaul to renewal strategies. It provides a roadmap for asset performance, specifying inventories, condition assessments, decision-making tools, and investment prioritization. The TAM Plan covers a four-year horizon, as mandated by Federal Transit Administration (FTA) regulations (49 U.S.C. 5326(b) and (c), Section 62.25). As a Tier II provider, Niles DART is required to include the following elements:

1. Asset Inventory
2. Condition Assessments
3. Decision Support Tools
4. Investment Prioritization

Asset Inventory

The asset inventory includes all equipment, rolling stock, facilities, and infrastructure owned by the transit provider. Assets with an acquisition value of less than $50,000 may be excluded from the inventory, except for service vehicle equipment. The inventory includes:

- Rolling Stock (Revenue Vehicles): Buses and vans.
- Facilities: Administrative, maintenance, passenger, and parking facilities.
- Equipment: Non-revenue service vehicles and maintenance equipment exceeding $50,000.

The condition assessment systematically evaluates the visual and/or measured condition of Niles DART assets. It employs a rating scale covering:

- Facility/Vehicle/Equipment Condition
- Maintenance
- Safety

The assessment process helps predict asset failures, identify safety risks, and informs planning for necessary investments. Data from condition assessments support:

- Capital Programming
- Performance Modeling
- Day-to-Day Maintenance

Condition assessments are required for assets under Niles DART's direct capital responsibility and must be detailed enough to monitor performance and inform investment planning. FTA regulations require condition assessments for revenue vehicles, support vehicles, and facilities but do not mandate them for all asset inventory items.

The Accountable Executive is responsible for ensuring compliance with the TAM Plan and oversees the necessary human and capital resources to implement and maintain the plan. Key responsibilities include:

- Managing TAM practices at Niles DART
- Approving annual performance targets
- Certifying the TAM Plan through FTA Certifications & Assurances
- Overseeing program preparation and day-to-day activities related to the TAM Plan

State of Good Repair

A key goal of the condition assessment is to achieve a State of Good Repair, where assets are maintained at a level that allows them to perform at full capacity. The FTA tracks the percentage of revenue vehicles (rolling stock) and support vehicles (equipment) that meet or exceed their Useful Life Benchmark (ULB). When assets exceed their ULB, they enter the State of Good Repair backlog.

2026-2029 Performance Targets

Asset Class	Performance Measure	2026 Target	2027 Target	2028 Target	2029 Target
Rolling Stock (Revenue Vehicles)	Age – Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	50%	50%	40%	30%
Equipment (non-revenue vehicles, equipment over $50,000)	Age – Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	0%	0%	0%	0%
Facilities (buildings, structures, parking lots)	Condition – Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%	0%	0%	0%

TIP Impacts on Performance Measures

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.

Year	Job Number	Agency	Project	Pavement	Bridge	Safety	Reliability
2026	216111	Berrien CRD	Red Bud Trl from US-12 to Bertrand Road	+		+	+
2026	216119	Niles	Pokagon St from 2nd Street to 5th street	++		+	
2027	224168	Berrien CRD	Ontario Rd from 3rd St to County Line	++		++	+
2027	224169	Cass CRC	Redfield St from Countyline to Batchelor Rd	+		+	
2027	224171	Cass CRC	Redfield St from Fir Rd to Kline Rd	+		+	
2028	224172	Cass CRC	Redfield St from M-62 to Brande Creek / Gast Ditch	+		+	
2028	224173	Niles	Terminal Rd from Lake St to Progressive	++		+	
2028	224174	Niles	Sycamore St from Front St to 5th St	++		+	
2028	224175	Niles	Broadway St from 5th St to 10th St	++		+	
2029	224187	Berrien CRD	E Main St from Niles City limits to County line	+		+	

Safety + for a single measure, ++ for multiple safety countermeasures, +++ for also addressing Fatal or serious injury crash
Pavement + non structural improvement (3R) ++ for Structural improvements (4R)
Reliability + for any improvement to traffic flow

FINANCIAL PLAN

Introduction

The fiscal year (FY) 2026-2029 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 2050 Long Range Transportation Plan. The TIP project list is required to be fiscally constrained; that is, the cost of projects programmed in the FY 2026-2026 TIP cannot exceed the amount of funding reasonably expected to be available for surface transportation projects during the time period covered by the FY 2026-2029 TIP. 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 31.0¢ per gallon on both gasoline and diesel fuel which began on January 1st, 2025. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. These motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of any excise tax, unless the tax adjusted to compensate for inflation.

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. Currently, slightly less than one-half of the transportation funding collected by the state is in the form of vehicle registration fees.

Cooperative Revenue Estimation Process

Estimating the amount of funding available for the FY 2026-2029 TIP is a complex process. It relies on a number of factors, including economic conditions, miles travelled by vehicles 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, including NATS. It represents a cross-section of the public agencies responsible for transportation planning in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and approved by the MTPA. They 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.

Part A: Highway Funding

Sources of Federal Highway Funding

Receipts from federal motor fuel taxes (plus some other taxes related to trucks) are deposited in the federal Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is the [Infrastructure Investment and Jobs Act (IIJA), sometimes also referred to as the Bipartisan Infrastructure Law (BIL)]. Through this law, Michigan receives approximately $1.4 billion in federal-aid highway funding annually. This funding is apportioned in the form of several 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 trunk lines (i.e., **I**-, **US**-, and **M**-roads), but also includes certain locally-owned roads classified as **principal arterials**. This funding is used on state-owned highways.

Surface Transportation Block Grant Program (STBG): Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to federal-aid 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 capital transit projects.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address 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): Intended to 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 a 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.

Carbon Reduction Program (***CRP):*** These funds encompass various eligible activities aimed at reducing transportation emissions defined as carbon dioxide (CO2) emissions from on-road highway sources. Funds may also be used to promote sustainable transportation practices. Funds are split between the state and various urbanized areas based on population.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT): Funds provided to make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. Available as both a core formula program and as a discretionary grant.

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. 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 2026-2029 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 to use NHFP funding. This is a state program operated on a statewide basis by MDOT.

- ***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).

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* (nationwide downward adjustments of highway funding from what was originally authorized) and 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 2026, as released by MDOT on July 24, 2024 , are used as the baseline for this FY 2026-2029 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 2026-2029 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. The remaining funds are then 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.[1]

[1] Act 51 of 1951, Section 10(1)(j).

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. Beginning January 1, 2017, these changes included increasing motor fuel tax rates on gasoline and diesel annually by the lesser of the U.S. inflation rate or 5 percent, increasing vehicle registration fees, one-time by an average of 20% and redirecting up to $600 million of Income Tax revenues from the General Fund to the Michigan Transportation Fund (highways).

When these changes took full effect in the 2020-21 state fiscal year, MTF revenues were anticipated to increase to over $4 Billion annually. The financial impact of COVID-19 shutdowns resulted in less than expected collections. MDOT Cash Receipts in the 2021-22 state fiscal year totaled $3.537 billion. Cash Receipts in the 2022-23 state fiscal year totaled $3.681 billion.

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, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local community and county road agencies' main 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 non-federally funded but 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 2026-2029 TIP is constrained to reasonably available revenues.

Michigan has two main state funded programs distributed to counties by formula. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money in these programs is separate from the state MTF money that is distributed to the cities, villages, and county road commissions each year. These funds are distributed to urban and rural counties as defined in Act 51. In the NATS area, the distribution of each funding source is:In th NATS area, the distribution of each funding source is:

- TEDF Category C: Congestion mitigation in designated urban counties. *There are no designated urban counties in the NATS area.*

- TEDF Category D: All-season road network in rural counties. In the NATS area, these are Berrien County and Cass County.

Three additional TEDF categories (A, B, 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. Similarly, TEDF Category E (Forest Roads) funds are distributed by formula to county road commissions that meet specific criteria. Including these projects in the TIP is optional.

Base and Assumptions Used to Forecast TEDF Programs

Funding targets for TEDF Category D funds for fiscal years 2026-2029 were developed by MDOT and are managed in Berrien County and Cass County through the Region 4 Rural Task Force. Any Category D projects programmed in the TIP are constrained to the targets provided, plus any carryforward of the state portion of these programs.

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

Local Bridge is an important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with Surface Transportation Block Grant Program (STBG) funding retained by the state. As well as Bridge Formula Program (BFP) funding authorized through IIJA. The Local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Since the Local Bridge program is competitively-awarded, only those Local Bridge projects that have already been awarded for use in fiscal years 2026 through 2029 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

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 2026-2029 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., US-12, 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 466 lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital that must be periodically repaired, replaced, reconstructed, or renovated. 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 2026-2029 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 to partially mitigate highway-funding shortfalls in Michigan, since sufficient non-federal funding has frequently been not been available in past years to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan.[2] The SIB program offers low interest loans to counties, cities, villages and transit agencies to accelerate the delivery of transportation projects. Loans are available for up to $2,000,000 with a max term of 20-years.

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

[2] Section 350 of the National Highway System Designation Act of 1995 (NHS Act)

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: Bonding is a form of borrowing where the borrower issues (sells) IOUs for portions of the debt it is incurring, called *bonds*, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific time 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 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 are allowed to borrow against their federal 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 law 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.

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 match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project using its own resources up front, and then be able to wait for federal reimbursement in 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 of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility.[3]

[3] http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm.

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 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 2026-2029 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 $14,273 per lane-mile in FY 2025. Using the FY 2025 estimate as a baseline, costs were increased 4% per year over the life of the FY 2026-2029 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 $9.86 million estimated operations and maintenance costs on the state trunkline system in the NATS area from FY 2026 through 2029.

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 that are 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 208 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 2025 estimate to the number of lane-miles of locally-owned federal-aid eligible road in the NATS area yields an annual maintenance cost of $4.4 million in the base year of FY 2025, or a total of $14.3 million over the life of the FY 2026-2029 TIP, adjusted for year of expenditure.

Finally, adding together the trunkline and locally-owned per-lane mile costs yields a total of $7.4 million in the base year of FY 2025 for estimated operations and maintenance costs on the entire federal-aid system in the NATS area, or a total of $24.2 million over the life of the FY 2026-2029 TIP, adjusted for year of expenditure.

Highway Commitments and Projected Available Revenue

The FY 2026-2029 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 2026-2029 TIP. These allocations specify what is reasonably expected to be available to local agencies in the Surface Transportation Block Grant (STBG)—Urban and –Rural Program, National Highway Performance Program, Transportation Economic Development (TEDF) Category D Program. Projects using these funds are constrained to the amounts in the allocations table, plus any funding from the *state* Category D Programs.

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 that have already been 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 above). 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 different goods and services necessary to operate transit systems, as opposed to road networks.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP—Highway Projects

This financial plan is required to show that the cost of highway projects in the FY 2026-2029 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 (see below). The table in Appendix A of this financial plan compares the amount of funding from each of the federal, state, and local highway funding sources programmed in TIP highway projects to the amount of each highway funding source reasonably expected to be available in each year of the FY 2026-2029 TIP period. The table in Appendix A demonstrates that the FY 2026-2029 TIP is fiscally constrained for highway—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.

Part B: 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 Urbanized Area Formula Grants: 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 Section 5316 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 in urbanized areas with populations less than 200,000. 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. Each State's share of a multi-state urbanized area was calculated on the basis of the percentage of population attributable to the States in the UZA, as determined by the 2020 Census. Urbanized areas of 200,000 population or larger receive their own apportionment directly from FTA. Apportionments for areas between 50,000 and 199,999 population are allocated to each urbanized area by FTA and distributed by MDOT to transit agencies in these urbanized areas .

Section 5310, Enhanced Mobility of Seniors & Individuals with Disabilities : Funding for traditional projects to meet the transportation needs of older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet these needs. Section 5310 incorporates activities from the former Section 5317 New Freedom program exceeding the Americans with Disabilities Act (ADA) requirements. Urbanized areas in the state with populations over 200,000

receive an apportionment of Sec. 5310 funding directly from the federal government. The State of Michigan allocates funding in remaining areas of the region on a per-project basis , and the Grand Rapids urbanized area where the urban transit recipient has designated MDOT to continue the funding allocation.

Section 5311, Non-Urbanized Area Formula Grant: Funds for capital, operating, and rural transit planning activities in areas under 50,000 population. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a continuation basis.

Section 5337, State of Good Repair Grants: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding is distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) is currently the only recipient of Section 5337 funding in the State of Michigan.

Section 5339 (a), Buses and Bus Facilities Formula Program: Funds are made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state receives two fixed amounts, amount apportioned to state governors for urbanized areas 50,000 to 199,999 in population and amount for state/territory allocation respectively. These amounts are sub-allocated by MDOT to the agencies in these urbanized areas based on their percentage of Section 5307 allocation and to the rural areas based on the project priority as determined by MDOT. Amounts apportioned to state governors for urbanized areas 50,000 to 199,999 in population are received directly by transit agencies in these areas. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program (5339(b) and the Low or No Emissions Bus Discretionary Program 5339(c). Section 5339(b) Bus and Bus Facilities Competitive Program and Section 5339(c) Low or No Emission Grant Program are distributed by FTA with Notice of Funding Opportunities.

Flex Funding. In addition to these funding sources, transit agencies can also apply for Surface Transportation Block Grant Program, Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds based on the geographic location of the transit agency.

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 2026-2029 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 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF).[4] This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.[5] Distributions from the CTF are 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 funding, and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generated transit funding amounts programmed into the FY 2026-2029 TIP by each agency are considered to be constrained to reasonably expected available revenues.

Sources of Locally-Generated Transit Funding

Major sources of locally generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. All transit agencies in the NATS planning area collect fares from riders. The City of Niles levies **.05 mills** on all real and tangible personal property in the City of Niles for the exclusive purpose of financing Niles DAR.

Base and Assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the FY 2020-2023 TIP by each agency are considered to be constrained to reasonably expected available revenues.

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[4] However, funding raised through enactment of the transportation laws mentioned earlier cannot be used for public transit, so this will most likely require adjustments to maintain the ten percent rule in Act 51.

[5] Hamilton, William E. *Act 51 Primer* (House Fiscal Agency, February 2007), p. 4.

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 Financing Strategies—Highway** section). The federal government also allows the use of toll credits to match federal 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.[6]

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 operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses. This was true for the previous FY 2023-2026 TIP, and is also true of the FY 2026-2029 TIP, where capital expenses are approximately [PERCENT]% of total anticipated expenses during the four-year TIP period, whereas operations expenses are approximately 80% of total anticipated expenses. As with highway operations, almost all transit operating costs do not have to be in the FY 2026-2029 TIP, so the percentages in this paragraph is not reflected in the TIP project list itself.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP — Transit Projects

This financial plan is required to show that the cost of transit projects in the FY 2026-2029 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 highway projects (see above). The table in Appendix B of this financial plan compares the amount of funding from each of the federal, state, and local transit funding sources programmed in TIP transit projects to the amount of each transit funding source reasonably expected to be available in each year of the FY 2026-2029 TIP period. The table in Appendix B demonstrates that the FY 2026-2029 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.

[6] FHWA Office of Innovative Program Delivery at http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.htm.

Demonstration of Fiscal Constraint for 2026-2029

Transportation Funding Summary in Thousands of dollars

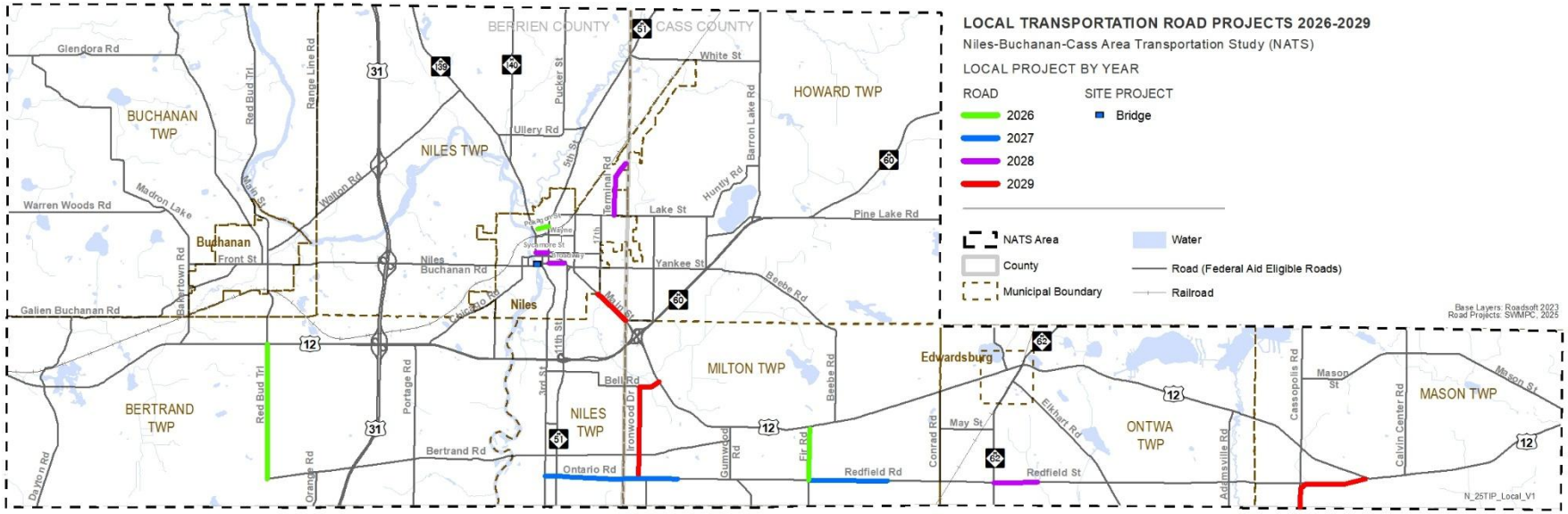
Funding Program	2026	2027	2028	2029	Total
Road Funding					
Bridge – Estimated Federal Available	$0	$3,901	$0	$0	$3,901
Bridge – Federal Programmed	$0	$3,901	$0	$0	$3,901
CRP – Estimated Federal Available	$5,300	$0	$0	$0	$5,300
CRP – Federal Programmed	$5,300	$0	$0	$0	$5,300
NHPP – Estimated Federal Available	$0	$332	$706	$2,671	$3,710
NHPP – Federal Programmed	$0	$332	$706	$2,671	$3,710
HSIP – Estimated Federal Available	$1,626	$1	$0	$0	$1,628
HSIP – Federal Programmed	$1,626	$1	$0	$0	$1,628
STBG – Estimated Federal Available	$4,371	$571	$760	$2,508	$8,211
STBG – Federal Programmed	$4,371	$571	$760	$2,508	$8,211
VRU – Estimated Federal Available	$67	$29	$0	$434	$530
VRU – Federal Programmed	$67	$29	$0	$434	$530
MTF and Other State Funding – Estimated State Available	$1,970	$77	$157	$1,050	$3,254
MTF and Other State Funding	$1,970	$77	$157	$1,050	$3,254
Local Road Funding – Estimated Local Available	$181	$972	$356	$273	$1,781
Local Road Funding Programed	$181	$972	$356	$273	$1,781
Total Road Funding All Sources- Estimated Available	**$13,517**	**$5,883**	**$1,978**	**$6,935**	**$28,313**
Total Road Funding All Sources - Programmed	**$13,517**	**$5,883**	**$1,978**	**$6,935**	**$28,313**
Transit Funding					
FTA 5307 – Estimated Federal Available	$315	$321	$328	$334	$1,298
FTA 5307 – Federal Programmed	$315	$321	$328	$334	$1,298
FTA 5339 – Estimated Federal Available	$75	$0	$0	$0	$75
FTA 5339 – Federal Programmed	$75	$0	$0	$0	$75
CMAQ – Estimated Federal Available	$92	$92	$92	$92	$368
CMAQ – Federal Programmed	$92	$92	$92	$92	$368
CRP – Estimated Federal Available	$65	$66	$68	$69	$268
CPR – Federal Programmed	$65	$66	$68	$69	$268
CTF – Estimated State Available	$200	$184	$187	$191	$762
CTF – State Programmed	$200	$184	$187	$191	$762
Local Transit Funding – Estimated Local Available	$72	$73	$75	$76	$297
Local Transit Funding – Local Programmed	$72	$73	$75	$76	$297
Total Transit All Sources - Estimated Available	**$819**	**$737**	**$750**	**$762**	**$3,068**
Total Transit Funding All Sources - Programmed	**$819**	**$737**	**$750**	**$762**	**$3,068**
Total Transportation Funding					
Grand Total Estimated Available	**$14,336**	**$6,620**	**$2,729**	**$7,698**	**$31,381**
Grand Total Programmed	**$14,336**	**$6,620**	**$2,729**	**$7,698**	**$31,381**

2026-2029 TRANSPORTATION PROJECTS

Projects included in the FY 2026-2029 TIP are shown in the following tables which are broken down by funding (source, amount, 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 – Tables
- Other Federally Funded Projects on Locally Maintained Roads - Table
- MDOT Projects - Map
- MDOT Projects – Table
- Public Transit Projects

Local Road Agency Projects



FY 2026 NATS STBG Funded Projects

JN	Agency / Jurisdiction	Project/ Road Name	Limits	Description	Federal	Local	Total
				Federal Estimate	**$559,000**		
216111	Berrien CRD Buchanan Twp	Red Bud Trl	US-12 to Bertrand Rd	HMA Overlay	$167,922	$41,828	$209,750
216119	City of Niles	Pokagon St	2nd Street to 5th street	Mill and Resurface	$391,078	$108,922	$500,000
				Total Programed	**$559,000**		
				Balance	$0		

FY 2027 NATS STBG Funded Projects

JN	Agency / Jurisdiction	Project/ Road Name	Limits	Description	Federal	Local	Total
				Federal Estimate	**$571,000**		
224168	Berrien CRD Niles Twp	Ontario Rd	3rd St to County Line	Milling & asphalt overlay	$250,000	$400,000	$650,000
224169	Cass CRC Milton Twp	Redfield St	Countyline to Batchelor Rd	Asphalt Overlay	$156,350	$34,670	$191,020
224171	Cass CRC Milton Twp	Redfield St	Fir Rd to Kline Rd	Asphalt Overlay	$164,650	$103,650	$268,300
				Total Programed	$571,000		
				Balance	$0		

FY 2028 NATS STBG Funded Projects

JN	Agency / Jurisdiction	Project/ Road Name	Limits	Description	Federal	Local	Total
				Federal Estimate	**$583,000**		
224172	Cass CRC Ontwa Twp	Redfield St	M-62 to Brande Creek / Gast Ditch	HMA Overlay	$98,460	$60,040	$158,500
224173	City of Niles	Terminal Rd	Lake St to Progressive	Milling & HMA Overlay	$186,360	$113,640	$300,000
224174	City of Niles	Sycamore St	Front St to 5th St	Milling & HMA Overlay	$173,937	$106,063	$280,000
224175	City of Niles	Broadway St	5th St to 10th St	Milling & HMA Overlay	$124,240	$75,760	$200,000
				Total Programed	**$582,997**		
				Balance	$3		

FY 2029 NATS STBG Funded Projects

JN	Agency / Jurisdiction	Project/ Road Name	Limits	Description	Federal	Local	Total
				Federal Estimate	**$594,000**		
224187	Berrien CRD Niles Twp	E Main St	Niles City limits to County line	Milling & HMA Overlay	$276,125	$123,875	$400,000
224188	Cass CRC Milton Twp	Ironwood Dr	Redfield St to Bell Rd	HMA Overlay	$317,875	$133,125	$451,000
				Total Programed	**$594,000**		
				Balance	$0		

2026 Rural Taks Force Projects funded with STBG-Rural and TEDF Category. D

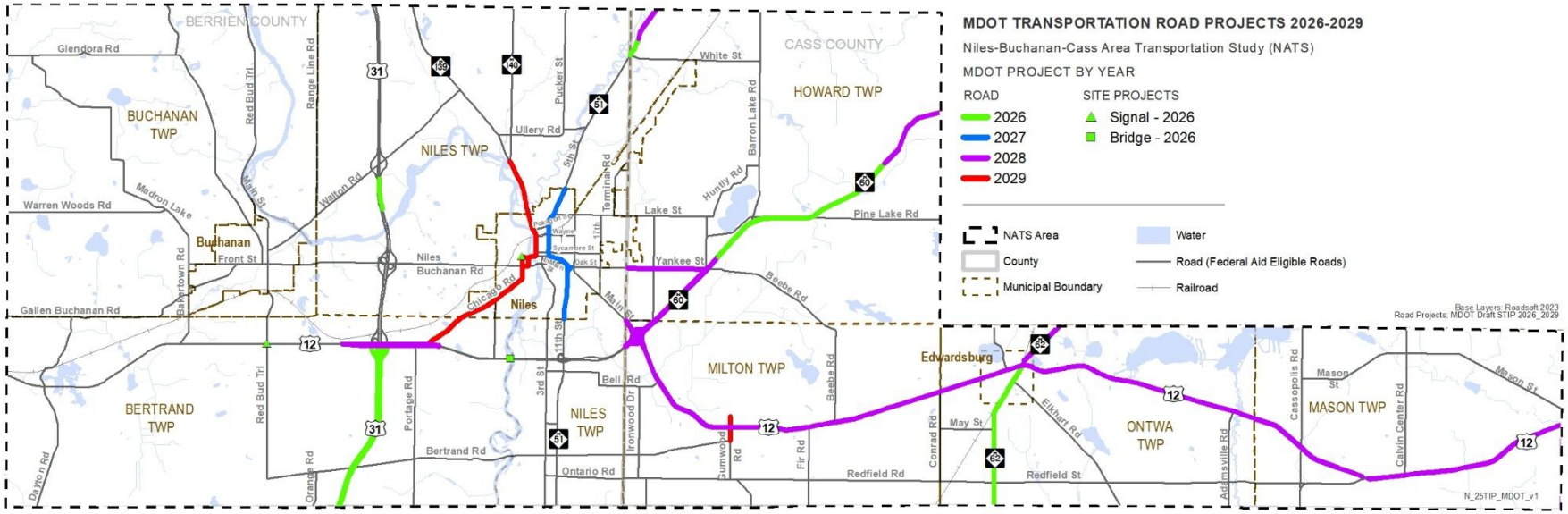
JN	Agency/ Jurisdiction	Project/Road Name	Limits	Description	Federal	TEDF Cat. D	Local	Total
218476	Cass CRC Milton Twp	Gumwood Rd Realignment*	Gumwood and Redfield Intersection	Realignment of Gumwood Rd.	$532,244	NA	NA	NA
224043	Cass CRC Milton Twp	Fir Rd	Redfield Street to US-12	Asphalt Overlay	$194,256	$50,000	$30,744	$275,000

***Advance Construct Conversion (ACC) to pay for the project obligated in 2024

2026 Bridge Project

JN	Jurisdiction	Project	Limits	Description	Federal	Local	Total
223528	City of Niles	Broadway St	Bridge Over St. Joseph River	Bridge Rehabilitation	$3,900,600	$433,400	$4,334,000

MDOT Projects



MDOT CRP Funded Projects

Year	JN	Location	Description	Phase	Federal	State	Total
2026	221615	US-12 from S Shore Drive to Five Points	Shoulder Widening	CON	$5,299,788	$1,175,212	6,475,000

MDOT HSIP Funded Projects

Year	JN	Location	Description	Phase	Federal	State	Total
2026	213341	All Trunkline Routes in NATS Area	Permanent pavement markings	PE	$2,556	$284	2,840
2026	213341	All Trunkline Routes in NATS Area	Permanent pavement markings	CON	$388,512	$43,168	431,680
2026	213371	All Trunkline Routes in NATS Area	Pavement marking retroreflectivity	CON	$1,917	$213	2,130
2026	214141	US-12 at Beebe Rd And Adamsville Rd	Add Left turn lane and Passing Flare	CON	$1,233,342	$137,038	1,370,380
2027	213379	All Trunkline Routes in NATS Area	Pavement marking retroreflectivity	CON	$1,406	$156	1,562

MDOT NHPP Funded Projects

Year	JN	Location	Description	Phase	Federal	State	Total
2027	220408	US-12 at Gumwood Rd	Install a roundabout	PE	$332,263	$73,678	$405,941
2028	214938	US-12 from Mayflower to M-139	Mill and Two Course HMA Overlay	PE	$681,401	$151,099	$832,500
2028	220408	US-12 at Gumwood Rd	Install a roundabout	ROW	$24,895	$5,521	$30,416
2029	220408	US-12 at Gumwood Rd	Install a roundabout	CON	$2,670,976	$592,282	$3,263,258

MDOT STBG Funded Projects

Year	JN	Location	Description	Phase	Federal	State	Total
2026	211989	US-12 @ Redbud, M-139 @ M-139	Modernize signals to current standards	CON	$573,927	$0	$573,927
2026	221444	US-31, US-12 and M-62 locations	Crack Seal, Chip Seal, and Fog Seal	CON	$2,512,042	$557,038	$3,069,080
2028	202654	Areawide	Non-Freeway Sign Replacement	CON	$177,000	$0	$177,000
2029	214935	M-139 from US-12 to M-14	Mill and Two Course HMA Overlay	PE	$1,619,157	$359,043	$1,978,200

MDOT VRU Funded Projects

Year	JN	Location	Description	Phase	Federal	State	Total
2026	220343	On M-51	Pedestrian Crosswalk Improvements	PE	$67,114	$7,457	$74,571
2027	218747	M-51 from front St to Niles City north limits	Vulnerable Road User Road Safety Audit	EPE	$22,500	$2,500	$25,000
2027	220343	On M-51	Pedestrian Crosswalk Improvements	ROW	$6,300	$700	$7,000
2029	220343	On M-51	Pedestrian Crosswalk Improvements	CON	$433,768	$48,196	$481,964

Transit Projects – Niles Dial A Ride Transportation

2026 Transit Projects

JN	Project	Source	Federal	State CTF	Local Match	Total
216375	Operating Assistance	FTA 5307	$180,000	$108,000	$72,000	$360,000
216376	Preventive Maintenance	FTA 5307	$135,000	$33,750	$0	$168,750
216377	Bus Replacement	FTA 5339	$75,200	$18,800	$0	$94,000
224004	Bus Replacement	CMAQ	$92,000	$23,000	$0	$115,000
224005	Bus Replacement	CRP	$65,000	$16,250	$0	$81,250

2027 Transit Projects

JN	Project	Source	Federal	State CTF	Local Match	Total
224501	Operating Assistance	FTA 5307	$183,600	$110,160	$73,440	$367,200
224502	Preventive Maintenance	FTA 5307	$137,700	$34,425	$0	$172,125
224006	Bus Replacement	CMAQ	$92,000	$23,000	$0	$115,000
224007	Bus Replacement	CRP	$66,000	$16,500	$0	$82,500

2028 Transit Projects

JN	Project	Source	Federal	State CTF	Local Match	Total
224504	Operating Assistance	FTA 5307	$187,272	$112,363	$74,909	$374,544
224505	Preventive Maintenance	FTA 5307	$140,454	$35,114	$0	$175,568
224008	Bus Replacement	CMAQ	$92,000	$23,000	$0	$115,000
224009	Bus Replacement	CRP	$68,000	$17,000	$0	$85,000

2029 Transit Projects

JN	Project	Source	Federal	State CTF	Local Match	Total
224507	Operating Assistance	FTA 5307	$191,018	$114,610	$76,407	$382,035
224508	Preventive Maintenance	FTA 5307	$143,263	$35,816	$0	$179,079
224012	Bus Replacement	CMAQ	$92,000	$23,000	$0	$115,000
224013	Bus Replacement	CRP	$69,000	$17,250	$0	$86,250

DEMOGRAPHIC ANALYSIS

The FY2026–2029 Transportation Improvement Program (TIP) includes a wide variety of roadway projects throughout the Niles Area Transportation Study (NATS) region. To understand how these projects may affect different communities, a demographic analysis was conducted using Geographic Information Systems (GIS). This analysis focused on two population groups that often experience higher transportation needs:

- Minority Populations
- Low-Income Populations

These groups were selected because ensuring access to a safe, reliable, and connected transportation network is essential for supporting economic opportunity, mobility, and quality of life.

Methodology

Minority Populations

For this analysis, minority populations include individuals who identify as:

- Hispanic or Latino (of any race)
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Any other race not categorized as white

Census block groups where the percentage of minority residents is greater than the State of Michigan's average were identified and highlighted for further analysis.

Low-Income Populations

Low-income populations were defined as those living at or below the federal poverty threshold. Census block groups with poverty rates higher than the State of Michigan's 2023 rate of 13.4% were included in the evaluation.

Project Evaluation

All 37 roadway projects in the FY2026–2029 NATS TIP—covering both Michigan Department of Transportation (MDOT) and local agency projects—were analyzed for potential overlap with the identified demographic areas. Transit projects are addressed separately in the Public Transit section. Projects were evaluated using the following three criteria:

1. Do any projects result in significant negative effects on these populations?
2. Do any projects limit or reduce access to the transportation system?
3. Is there evidence of lack of investment in these areas?

Projects located entirely outside the highlighted demographic areas were not included in further demographic impact analysis.

Findings

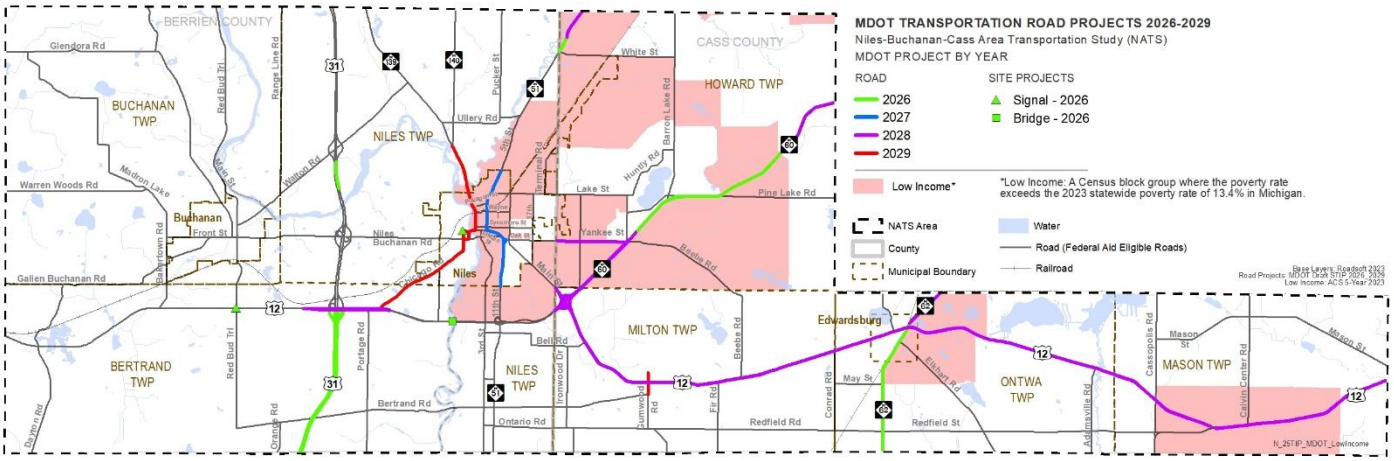
Low-Income Populations

- Number of Projects in Low-Income Areas: 19 out of 37 (51%)
- Types of Improvements: Resurfacing, reconstruction, signal upgrades
- Key Finding: None of these projects require right-of-way acquisition, and there are no identified negative impacts to residents or access in these areas.

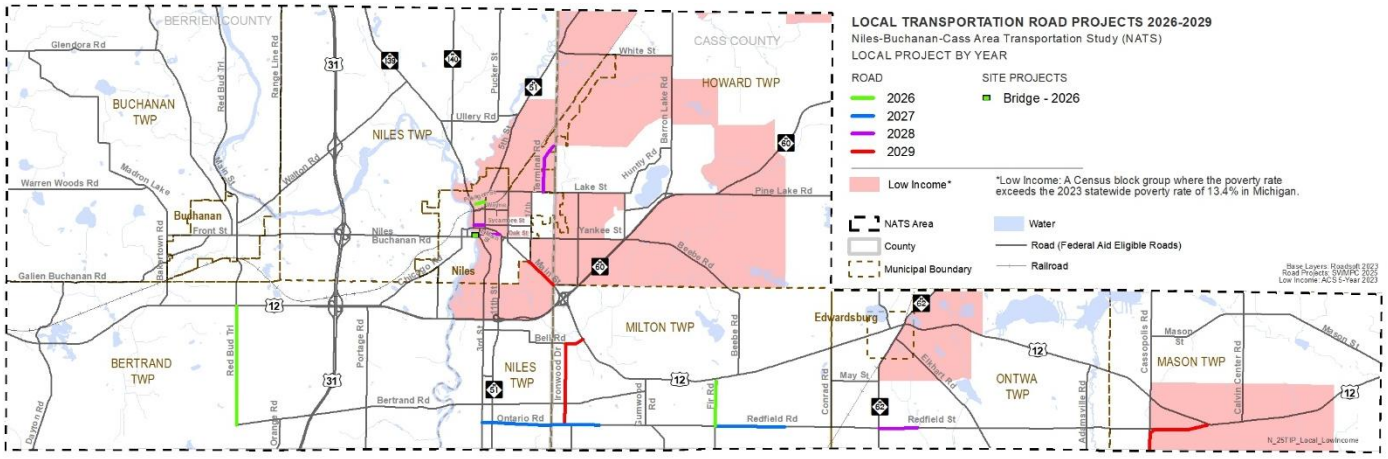
The proportion of projects in low-income areas reflects ongoing investment and indicates these areas are receiving attention and support within the TIP framework.

Refer maps below for a visual representation of low-income area overlap.

Local Road Projects 2026-2029



MDOT Road Projects 2026-2029



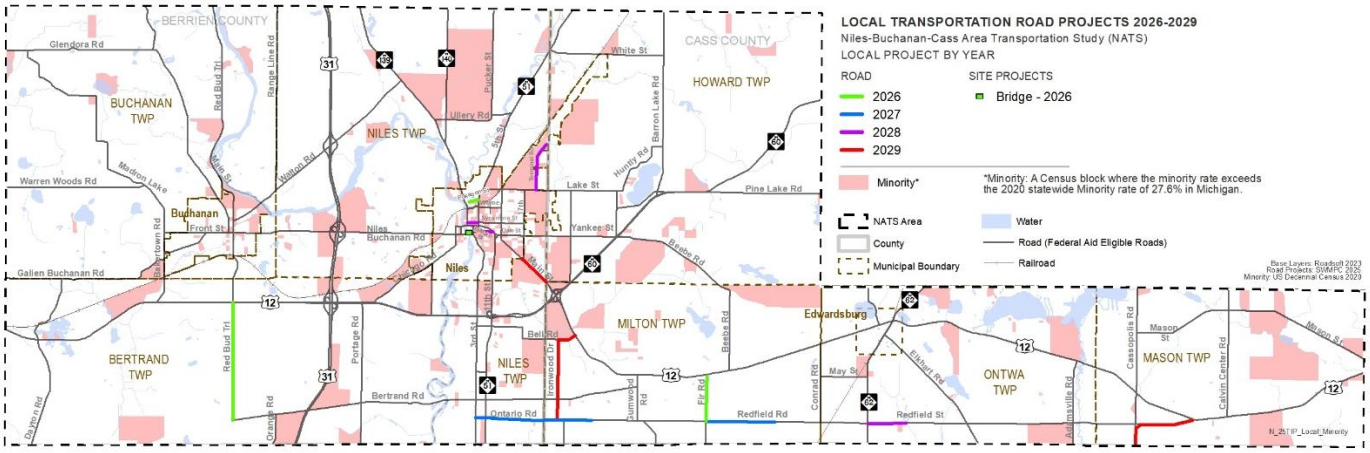
Minority Populations

- Number of Projects in Minority Areas: 13 out of 37 (35%)
- Types of Improvements: Roadway maintenance, resurfacing, and modernization
- Key Finding: These projects are not expected to introduce issues such as displacement, noise, or pollution. There are no anticipated adverse effects for these communities.

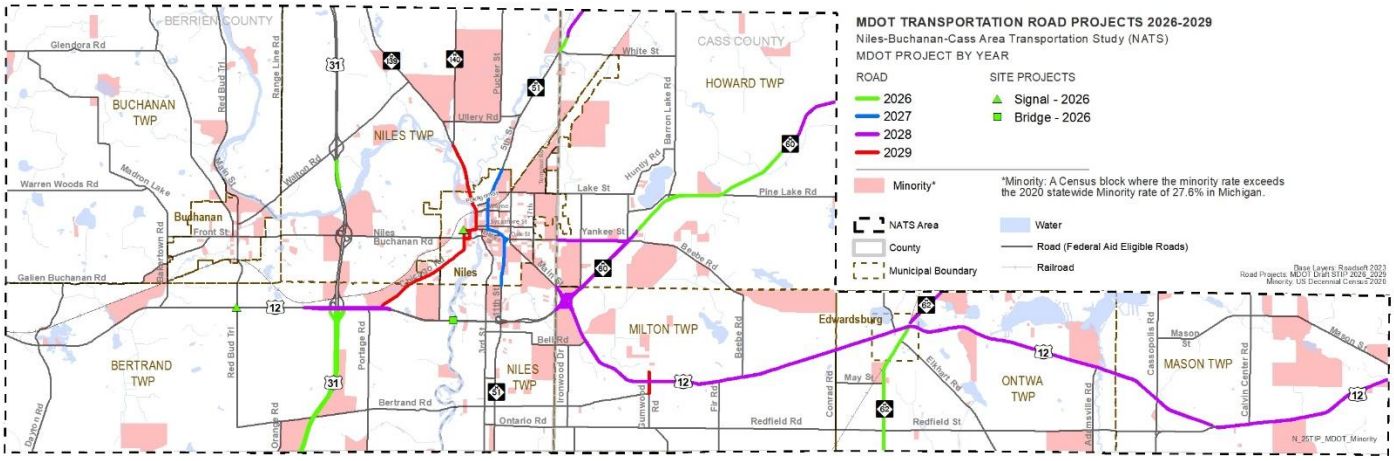
The distribution of projects confirms that minority areas are not being overlooked, and are included in the region's transportation planning and maintenance.

Maps following this section provide additional GIS visualizations of minority population distributions.

Local Transportation Road Projects – 2026-2029



Local Transportation Road Projects – 2026-2029



Conclusions

The demographic analysis of the FY2026–2029 TIP roadway projects confirms:

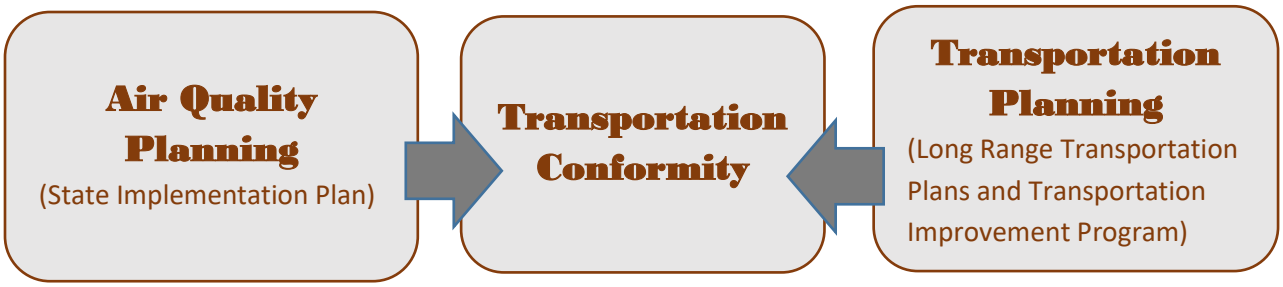
- There are no projects expected to create negative impacts on low-income or minority communities.
- The distribution of transportation investments is balanced, with a significant number of projects in higher-need areas.
- Access and infrastructure quality in these communities are being preserved or improved.

SWMPC conducted this analysis as part of its ongoing commitment to inclusive and equitable transportation planning. Input from the public and stakeholders was gathered through the agency's Public Participation Plan and Consultation Plan, ensuring that the perspectives and concerns of diverse communities—both those highlighted in this chapter and others—were heard, respected, and incorporated into the planning process.

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_3), nitrogen dioxide (NO_2), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO_2), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM10) and less than 2.5 micrometer in diameter (PM2.5).



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 funding source that 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

Stationary Sources
Industrial, refineries, and electric utilities

Area Sources
Dry cleaners, paints, and solvents

Non-Road Sources
Boats, aircraft, trains, and construction equipment

On-Road Mobile Sources
Commuter rail and vehicles expected to be on roadways such as cars, trucks, and buses

In addition to emissions that are directly emitted, regulations specifically 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 (NOx) and volatile organic compounds (VOC) react with sunlight. Shown below are the transportation pollutants and associated precursors. Pollutants can be both 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**			
		NOx	VOC	Ammonia	SO_2
Ozone		X	X		
Particulate Matter 2.5	X	X	X		
Particulate Matter 10	X	X	X	X	X
Nitrogen Dioxide		X			
Carbon Monoxide	X				

Conformity 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 requirement 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 order to comply with the court decision in *South Coast Air Quality Management District v. U.S. EPA*, FHWA requires transportation conformity to be conducted in areas that were designated as maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard at the time the 1997 standard was revoked. These areas are not considered traditional maintenance areas due to the revocation of the 1997 standard, however, they must continue to demonstrate conformity until the end of their maintenance period. These areas are classified as Limited Orphan Maintenance Areas (LOMAs) or Orphan Maintenance Areas (OMAs) and are only required to complete a qualitative conformity analysis.

In 2018, Berrien County was designated as nonattainment for ozone under the EPA's 2015 ozone standard. Cass County is in attainment but is classified as a Limited Orphan Maintenance Area (LOMA) due to its maintenance status under the revoked 1997 ozone standard. As a result, a quantitative conformity analysis is required for Berrien County, and a qualitative analysis is required for Cass County.

Findings

On April 1, 2025, the IAWG for Berrien and Cass county met to review the FY 2026–2029 TIP projects for air quality conformity. Only capacity-changing projects have the potential to affect vehicle emissions. Reconstruction and rehabilitation projects that improve pavement condition without altering roadway design are classified as exempt from air quality analysis. The IAWG determined that all projects within the NATS FY 2026–2029 TIP are exempt. However, due to projects within Berrien County, outside the NATS area the IAWG determined that a new conformity analysis for Berrien County was required. A summary of the IAWG meeting is provided in Appendix K.

The conformity analysis, conducted by MDOT, concluded that Berrien County remains below the emissions budgets established in the State Implementation Plan (SIP) and is projected to remain below these thresholds through 2050. The full findings are detailed in the *Air Quality Conformity Analysis for the Berrien County, MI Nonattainment Area,* and Transportation *Conformity Determination Report* for the *Cass County Limited Orphan Maintenance Area* both published on May 5, 2025.

APPENDIX A | GLOSSERY 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, and 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: A Person or group affected by a transportation plan, program, or project. Believe they are affected by a transportation plan, program, or project. Includes the 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.]

APPENDIX B | NATS POLICY & TECHNICAL ADVISORY COMMITTEE

NATS operates through two primary committees: the Technical Advisory Committee (TAC) and the Policy Committee.

The Technical Advisory Committee is composed of technical staff and subject matter experts who provide data-driven recommendations and technical guidance. Their role is to support the planning process by advising the Policy Committee on transportation issues, project priorities, and proposed improvements.

The Policy Committee serves as the decision-making body, offering policy-level guidance, direction, and final approvals for all elements of the continuing, comprehensive, and cooperative transportation planning process. This process is led by the designated planning organization responsible for coordinating transportation planning efforts within the Benton Harbor–St. Joseph Urban Area. All decisions made by the Policy Committee are based on careful review and consideration of the recommendations provided by the Technical Advisory Committee, ensuring an informed and collaborative approach to regional transportation planning

Policy Committee Members

Officers

Chair: Richard Cooper, Niles Charter Township

Vice-Chair: Sandra Seanor, Cass County Road Commission

Jurisdictions

City of Buchanan, Rich Murphy, Tony McGhee*

City of Niles (1), Georgia Boggs

City of Niles (2), Serita Mason

City of Niles (3), Richard Huff

Village of Edwardsburg, Dawn Bolock

Bertrand Township, Butch Payton

Buchanan Township, Lynn Ferris

Howard Charter Township, Bill Kazprzak

Mason Township, Doug Fetters

Milton Township, Susan Flowers

Niles Charter Township, Richard Cooper

Ontwa Township, Meryl Christensen

Public Transit

Niles Dial A Ride Transportation, Pepper Miller

Counties

Berrien County Board of Commissioners (1), Sharon Tyler

Berrien County Board of Commissioners (2), *Vacant*

Berrien County Planning Commission, John Humphry

Berrien County Road Department, Mark Heyliger

Cass County Board of Commissioners (1), Roseann Marchetti

Cass County Board of Commissioners (2), James Lawrence

Cass County Road Commission, Sandra Seanor

Cass County Planning Commission, Roseann Marchetti

Agencies

MDOT, Coloma TSC, Jonathon Smith

MDOT, Southwest Region, Adrain Stroupe, Josh Grab*

MDOT, Statewide Planning, Jim Sturdevant, Richard Bayus*

Pokagon Band of Potawatomi Indians, Robert Torzynski

Ex Officio

FHWA, Michigan Division, Andy Pickard

FTA, Cecilia Crenshaw

MACOG, Caitlyn Stevens

SWMPC, Kim Gallagher, Brandon Kovnat*

* Alternate

Technical Advisory Committee Members

Officers

Chair: Joe Bellina, Cass County Road Commission

Vice-Chair: Joe Ray, City of Niles

Jurisdictions

City of Buchanan, Tony McGhee, Rich Murphy*

City of Niles Public Works Department, Joe Ray

City of Niles, Community Development, *Vacant*

Jerry Tyler Memorial Airport, Joe Ray

Village of Edwardsburg, Dawn Bolock

Bertrand Township, Butch Payton

Buchanan Township, Lynn Ferris

Howard Charter Township, Bill Kazprzak

Mason Township, Doug Fetters

Milton Township, Susan Flowers

Niles Charter Township, Richard Cooper

Ontwa Township, Meryl Christensen

Public Transit

Niles Dial A Ride Transportation, Pepper Miller

Counties

Berrien County Community Development, Dan Fette

Berrien County Road Department, Kevin Stack

Cass County Planning Commission, Roseann Marchetti

Cass County Road Commission, Joe Bellina

Agencies

MDOT, Coloma TSC, Jonathon Smith

MDOT, Southwest Region, Adrain Stroupe, Josh Grab*

MDOT, Statewide Planning, Jim Sturdevant, Richard Bayus*

Kinexus, *Vacant*

Pokagon Band of Potawatomi Indians, Robert Torzynski

Ex Offico (non-Voting)

FHWA, Michigan Division, Andy Pickard

FTA, Cecilia Crenshaw

MDEQ, Air Quality, Breanna Bukowski

MDOT, Office of Passenger Transit, Fred Featherly

MDOT, Transportation Modeling, Jon Roberts

MACOG, Caitlyn Stevens

SWMPC, Kim Gallagher, Brandon Kovnat*

* Alternate

APPENDIX C | MPO SELF CERTIFICATION

RESOLUTION 2019 - 6

METROPOLITAN TRANSPORTATION

PLANNING PROCESS CERTIFICATION

(for Nonattainment and Maintenance Areas)

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

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

VII. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and

IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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 approval 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.

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

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 by the date indicated on the amendment schedule . Amendments cannot be accepted after this 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

2. Staff will review the amendment according to the approved TIP Amendment Policy 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.

4. MDOT and other applicable agencies review 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.
   The following Steps only apply to changes, which require a federal amendment:

5. The requesting agency is expected to present their amendment request to the committees at the meeting and answer any questions.

6. 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.

7. 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.

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 Programmed as soon as all reviews are complete. Administrative modifications must still go through the Air Quality Process. 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 MPO committee meetings.

APPENDIX E | PROJECT APPLICATION

Applicant Information

Agency Name: _____

Contact Name: _____ Title: _____

Email Address: _____ Phone Number: _____

Engineer/Consultant: _____ Company: _____

Email Address: _____ Phone Number: _____

Project Description

Project Name/Road Name: _____

Project Limits (From/To): _____

Project Length (to the nearest hundredth of a mile): ____ miles

City, Village, or Township: _____

Additional location description if needed

Major Work Type: Select Item

Preferred Year of Funding: _____

Detailed Work Description (*Include all work items as part of this project e.g. drain cleaning, curb and gutter replacement, guardrail, tree clearing, grading, culvert replacement, all types of ROW, ADA upgrades, etc.*).

Describe any non-participating work if applicable

What is the need and purpose for this project (what issues are being addressed by the proposed work)

If you are submitting multiple applications, please rank your applications by priority. Rank: ____ of ____

NATS STBG Application for the 2026-2029 Call for Projects STBG Page 1 of 5

Proposed Budget

	Amount	Percent of Total
Total Participating Construction Estimate	$	100 %
STBG Requested	$	%
Local Match	$	%
Enter additional fund source	$	%
Enter additional fund source	$	%

Are the other funding sources secured? Yes ☐ No ☐ *If no, provide details on when these funds will be secured*

Non-Participating Cost Estimate: $_____

Total Project Estimate with Non-Participating: $_____

Are you willing to contribute additional local match above the minimum 18.15% required: Yes ☐ No ☐

Are you willing to use an Advance Construct (AC): Yes ☒ No ☐

If so, what is the maximum Amount: $_____

Estimated Project Schedule

Activity	Date (Month/Year)
NEPA/SHPPO Submitted	
Right-of-Way Certification Submitted	
Grade Inspection (GI) Completed	
Full Biddable Package Submitted to MDOT	
Project Letting	
Construction Start	
Project Completion	

System Preservation

What is the most recent PASER rating (https://www.mcgi.state.mi.us/tamcMap/): ____

Do the project limits begin or end at a road with a PASER of 7 or higher: Yes ☐ No ☐

Which MDOT guidelines will the project use: Select Item

What is the expected increase in Remaining Service Life (RSL): ____ Years

What is the current state of drainage on the road: Select Item

Regional Significance

What is the average annual daily traffic (AADT) volume for the limits of this project? _____ Vehicles/day

What is the National Functional Classification (NFC) of the road: Select Item

Safety

For the questions below use the five-year totals from 2019-2023 (https://www.michigantrafficcrashfacts.org/)

All Crashes

Total number of crashes: _____

Number of fatalities: _____

Number of Serious Injuries: _____

Pedestrian and Bicycle Crashes

Total number of crashes: _____

Number of fatalities: _____

Number of Serious Injuries: _____

List the safety countermeasures included in the project
Use the attached list of countermeasures and associated crash types

Counter Measure	Crash Type Addressed	Does this address a fatal or serious injury crash
Improved pavement markings	*Angle, Rear-End Crashes*	Yes ☐ No ☒
		Yes ☐ No ☐
		Yes ☐ No ☐
		Yes ☐ No ☐
		Yes ☐ No ☐
		Yes ☐ No ☐
		Yes ☐ No ☐

Complete Streets

Are there existing pedestrian and/or bicycle facilities within the limits of the project? If so, please explain

Describe any improvements to pedestrian and/or bicycle facilities included with the project

Will the new/improved pedestrian and/or bicycle facilities connect to existing pedestrian/bicycle facility or one that is planned to be completed before 2029: Y/N Yes ☐ No ☐

Does your agency have a policy for maintaining non-motorized transportation infrastructure, such as bike lanes and pedestrian pathways/sidewalks? Yes ☐ No ☐

Accessibility and Equity

Is the project located in a Disadvantaged Community (DAC), as identified by the Climate and Environmental Justice Screening Tool (https://screeningtool.geoplatform.gov/): Yes ☐ No ☐

Does this project remove a priority ADA barrier, as identified in an adopted ADA Transition Plan or similar plan? Yes ☐ No ☐

Strategic Planning & Investment

The project crosses jurisdictional boundaries. Yes ☐ No ☐

The project will coordinate with other infrastructure projects (i.e. utility, water, sewer, etc.) Yes ☐ No ☐

The Project is identified in a pavement asset management plan Yes ☐ No ☐

There is an asset management plan covering utilities along the length of the project Yes ☐ No ☐

The city/village/Township has adopted an asset management policy Yes ☐ No ☐

The project supports goals or objectives from another planning document (ex. master plan or rec plan) Yes ☐ No ☐

If the project supports goals or objectives in another planning document please identify the plan, specify the relevant goals or objectives, and describe how this project will help achieve them

Risk Assessment

Does right of way need to be acquired? Yes ☐ No ☐ Unknown ☐

Does the project intersect with a railroad crossing? Yes ☐ No ☐ Unknown ☐

Does the project require utility relocation? Yes ☐ No ☐ Unknown ☐

Are the project limits within a defined FEMA floodplain? Yes ☐ No ☐ Unknown ☐

Will there be trees removed within the project limits? Yes ☐ No ☐ Unknown ☐

Is the project within 100 feet of a cemetery? Yes ☐ No ☐ Unknown ☐

Are there historic elements withing 100 feet of the proposed work* Yes ☐ No ☐ Unknown ☐

Describe approximately how many individual mature trees or acres of trees will be removed if applicable

* Historic elements include any of the following if they are 50 years old or older: **objects** (ex. Statues or monuments), **structures** (ex. bridges, stone curbs, or brick streets), intentional/designed landscapes, **buildings, Historic districts, intentional/designed landscapes**

Existing and Proposed Roadway Design

	Existing			Proposed		
Number of lanes	Through Lanes: ___	Center Turn Lane (Y/N): ___	On Street Parking (Y/N): ___	Through Lanes: ___	Center Turn Lane (Y/N): ___	On Street Parking (Y/N): ___
Shoulder	☐ Paved ☒ Unpaved	Width: ____ Ft.		☐ Paved ☐ Unpaved	Width: ____ Ft.	
Sidewalk/ path	Placement Inntermittent	Width: ____ Ft.		Placement Inntermittent	Width: ____ Ft.	
On road bicycle facilities	☐ Bike Lanes ☐ Sharrows ☐ Wide Shoulders	☐ Other (Specify) _____ ☐ None		☐ Bike Lanes ☐ Sharrows ☐ Wide Shoulders	☐ Other (Specify) _____ ☐ None	
Utilities	☐ Utility Work is needed ☐ Water/Sewer Work is needed			☐ Replacement of utilities ☐ Relocation of utilities ☐ Sewer and/or water line work		

Applicant Acknowledgements

By signing below, the project sponsor ensures that they have read and understood the appropriate federal guidance and agree to follow all applicable federal regulations and requirements from the acceptance of federal funds, should this project receive an award. In addition, the project sponsor acknowledges the potential loss of federal funds if the project is not obligated within the programmed fiscal year or if Michigan Department of Transportation statewide obligation limitations have been met.

Certification of Matching Funds

By signing below, the Project Sponsor assures that sufficient funds are available to pay any costs above the awarded federal fund amount and that completion of this project is not contingent upon additional grants (the sources of matching funds may be changed after STBG funding has been awarded, in accordance with all established TIP amendment guidelines).

Name: _____ Title: _____

SEGMENT CRASH REDUCTION FACTORS

Proposed Improvement	% Reduction	Associated Crash Types
Geometric Safety Enhancements		
Center Left-Turn Lane - *Construct*	80%	Rear-End Left-Turn
	50%	Head-On Left-Turn
	20%	Head-On, Angle, Sideswipe*
	15%	Non Left-Turn Rear-End, Other*
Right-Turn Lane - *Construct*	65%	Rear-End Right-Turn
	30%	Angle
	15%	Rear-End
	10%	Other*
Horizontal Curve Flattening	30%	Lane Departure***
Shoulders - *Widen to Standard Width (add 1' each side)*	5%	Lane Departure***
Shoulders - *Widen to Standard Width (add 2' each side)*	10%	Lane Departure***
Shoulders - *Widen to Standard Width (add 3' each side)*	15%	Lane Departure***
Shoulders - *Widen to Standard Width (add 4' each side)*	20%	Lane Departure***
Shoulders - *Widen to Standard Width (add 5' each side)*	25%	Lane Departure***
Shoulders - *Widen to Standard Width (add 6' each side)*	30%	Lane Departure***
Shoulders - *Widen to Standard Width (add 7' each side)*	35%	Lane Departure***
Vertical Curve Modification	20%	All Applicable Crash Types+++
Superelevation Correction	20%	Lane Departure***
General Segment Enhancements		
Access Management - *Improve*	15%	Drive-way Related Applicable Crashes
Centerline Rumble Strips - *Install*	44%	K and A injury Applicable Crashes
	46%	Single Vehicle Run off Road Left Crashes
	43%	Sideswipe Same Crashes
	55%	Sideswipe Opposite Crashes
High Friction Surface Treatment - *Install*	35%	Wet Crashes
	20%	All Other Applicable Crashes
Recessed Durable Pavement Markings	5%	All Applicable Crashes
Road Diet (4-3 Lane Conversion) - *Install*	50%	Suburban - All Applicable Crashes
	30%	Urban - All Applicable Crashes
Shoulder Rumble Strips	20%	Run-Off the Road Right Crashes
Signing/Delineation on Horizontal Curves (Including Recessed Durable Pavement Markings) - *Install*	20%	Lane Departure***
Install Edgelines - *Where none currently exist*	15%	Lane Departure*** (CMF Clearing House ID 10243)
HMA Safety Edge Improvement	13%	All non-intersection crashes
Roadside Enhancements		
Fixed Objects From Clearzone (Trees, Culverts, Etc.) - *Removal*	75%	Fixed-Object Applicable Crashes
Guardrail - *Install*	55%	Lane Departure *** Fatalities and "A" Injury Crashes
	7%	Lane Departure *** B/C/O Applicable Crashes
Slope Flattening	15%	Fixed-Object, Overturn Applicable Crashes
Living Snow Fence	20%	Crashes due to wintry surface conditions
Lighting - *install on segment*	20%	Dark Unlighted Crashes

INTERSECTION CRASH REDUCTION FACTORS

Proposed Improvement	% Reduction	Associated Crash Types
Signal Timing / Hardware Enhancements		
Install Reflectorized Backplates	15%	All Applicable Crashes
Add All-Red Clearance Interval - *Add per ITE*	20%	Head-On Left-Turn, Angle
Yellow-Change Interval - *Increase*	10%	All Crash Types
Box Span Signal - *Upgrade from Stop Control*	65%	Angle
	-25%	Rear-End (Increases Crashes)
	20%	All Other Non Rear-End Crashes
Box Span Signal - *Upgrade from Diagonal Span*	10%	All Applicable Crashes+
Protected Left-Turn Signal Phase - *Add*	30%	Left-Turn
Signal Head Size - *Increase to 12 "*	10%	All Applicable Crashes +
Signal Optimization & Timing Updates	10%	All Applicable Crashes +
Removing Night Flash from Signal Timing	50%	Nighttime Flash mode Related Crashes
Intersection Geometric Enhancements		
Center Left-Turn Lane - *Construct*	80%	Rear-End Left-Turn
	50%	Head-On Left-Turn
	20%	Head-On, Angle, Other
	15%	Non Left-Turn Rear-End
Intersection Improvements (Realignment, Sight-Distance Improvements, Radii Improvements, Etc.)	30%	Angle
	15%	Rear-End
	10%	Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related
Offset Left-Turn Lane - *Construct*	65%	Angle-Turn, Head-On Left-Turn
	20%	Rear-End Left-Turn
Offset Right-Turn Lane - *Construct*	65%	Angle-Turn
	50%	Other Applicable Crashes
	20%	Rear-End Right Turn
Right-Turn Lane - Construct	65%	Rear-End Right-Turn
	20%	Applicable Rear-End Crashes, Sideswipe Same Direction
Roundabout	78%	Fatal and A-Injury Reduction
	57%	Minor Crash Reduction
General Intersection Enhancements (Non-Signalized Intersections)		
All-Way Stop Control - *New Installation*	60%	All Applicable Crashes
Ground Mounted Flashing Beacons (Red)- *Install* **	30%	All Crashes On Install Approach
Ground Mounted Flashing Beacons(Amber) - *Install* **	20%	All Crashes On Install Approach
Signing - *Improve/Upgrade*	30%	Angle, Rear-End Crashes
Pavement Markings - *Improve/Upgrade*	30%	Angle, Rear-End Crashes
Reflective Sheeting on Sign Posts *(lollipops)*	15%	All Applicable Crashes

NON-MOTORIZED CRASH REDUCTION FACTORS

Proposed Improvement	% Reduction	Associated Crash Types
Pedestrian / Bicycle Enhancements		
Pedestrian Refuge Island - *Install*	50%	Pedestrian Crashes (Review NCHRP Report 841)
Bump Out / Curb Extension - *Remove Parking / Install*	30%	All Crashes
Bicycle Lanes - *Intersections, Install per standards*	25%	Bicycle Crashes
Bicycle Lanes - *Segments, Install per standards*	50%	Bicycle Crashes
Shared Use Path - *Install*	33%	Bicycle and Pedestrian Related Crashes
Sidewalk for Pedestrians - *Construct*	85%	Pedestrian Crashes
Intersection Lighting - *Install*	75%	Pedestrian Fatal - Dark Unlighted Crashes
	40%	Pedestrian A-Injury - Dark Unlighted Crashes
	30%	All Applicable Dark Unlighted Crashes
Pedestrian Hybrid Beacons (HAWK Signals) - ***Install***	55%	Pedestrian Crashes (CMF ID 9020)
Rectangular Rapid Flashing Beacons	47%	Pedestrian Crashes
Ped. Countdown Signals - *Install new Pedestrian signal*	30%	Pedestrian Crashes
Ped. Countdown Signals - *Upgrade from existing Pedestrian signal*	25%	Pedestrian Crashes

Notes:
* "Other" includes other crash which might be mitigated by the addition of a right-turn lane in the judgment of the crash analyst
** applies to new installation or with removal of existing overhead flashing beacon
*** "Lane departure" crashes include the following types: Fixed Object, Overturn, Sideswipe Opposite, Sideswipe Same and Head-On (Run off Road Right/Left Crashes)
+ All Applicable Crash - Rear End, Angle Crashes, Sideswipe Same. The Crashes should occur at The signal that is being upgraded. Does not include driveway and anima
+++ All Applicable Crash Types - Lane Departure, Fixed Object, Angle Crashes, Sideswipe Oppisite, Sideswipe Same. The crashes should occur on or near a vertical curve

REFERENCES:

The references listed below are the sources recognized by MDOT for obtaining crash reduction factors.

1) MDOT Safety Programs Unit - Crash Reduction Factors (As recommended by K. Kunde. P.E.); October, 1986
2) *Selection Process for Local High Safety Projects,* - Transportation Research Record 847: 1982
3) UKTRP - 85-6, University of Kentucky; March, 1985
4) *Desktop Reference for Crash Reduction Factor*, Federal Highway Administration. 2007
5) NCHRP Report 617: *Accident Modification Factors for Traffic Engineering and ITS Improvements*, TRB 2008
6) Crash Modification Factor Clearinghouse, *http://www.cmfclearinghouse.org/index.cfm* , 2009
7) Safety Edge - https://www.fhwa.dot.gov/publications/research/safety/hsis/11025/11025.pdf
8) Removing Night Flash - https://www.fhwa.dot.gov/publications/research/safety/hsis/13069/index.cfm
9) RRFBs - CMF Clearinghouse ID 9024

APPENDIX F | PROJECT SCORING METHODOLOGY

NATS Road Project Prioritization System
for the 2026-2029 Transportation Improvement Program.
Approved August 27, 2024

The following pages present a methodology to score projects submitted for consideration for NATS' allocation of Surface Transportation Program (STP) dollars for the 2026-2029 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: The most recent PASER is 2-3 and the it was previously applied for when the PASER was 4 or higher
3 points: The most recent PASER is 2-3 and this is the first application for this project
3 points: The most recent PASER is 4
1 point: The most recent PASER is 5-6
0 Points: The most recent PASER is 7-10

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

3 points: The project follows the MDOT 4R guidelines
2 points: The project follows the MDOT 3R guidelines
1 point: The project follows the MDOT Preventative Maintenance guidelines

Safety (6 points total possible)

Safety Countermeasures (3 points possible)

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

Crash Severity Addresses (3 points possible)

3 points: The project addresses a fatal or serious injury crash within the project limits from the last 5 years
1 point: The project addresses any crash other than a fatal or serious injury crash within the project limits from the last 5 years
0 points: The project does not address any crashes.

Complete Streets (5 points possible total)

Pedestrian and Cycling Facilities (3 Points)

1 point: The road currently has pedestrian or bicycle facilities and there is a maintenance plan in place
2 points: The road currently has pedestrians or bicycle facilities and the project will add additional facilities
3 points: The project will add pedestrian or bicycle facilities where none existed previously

Improving Non-motorized Connectivity (2 points)

2 points: The new pedestrian or bicycle facilities will contribute to regional non-motorized connectivity by connecting to existing pedestrian/bicycle facilities or those expected to be completed before 2029

Regional Importance (8 Points total possible)

Traffic Volume (5 points possible)

5 points: AADT is more than 8,000 vehicles per day
4 points: AADT is between 4,500 and 7,999 vehicles per day
3 points: AADT between 2,000 and 4,499 vehicles per day

Functional Classification (3 points possible)

3 points: The project is located on a Principal Arterial
2 points: The project is located on a Minor Arterial
1 point: The project is located on a Major Collector

Strategic Planning & Investment (7 points possible)

Projects can earn one point for meeting each of the following criteria:

1 point: The projects is listed in a Pavement Asset Management Plan

1 point: There is an asset management plan covering other utilities along the limits of the project

1 point: The city, Village or Township has adopted an asset management policy

1 point: The project contributes toward achieving a goal identified in another local planning document, such as a master plan or a parks and recreation plan

1 point: The project is limits begin or end at a road segment with a PASER of 7 or higher

1 point: The agency contributes more than the minimum 18.15% local match

1 point: The agency is willing to use an Advance Contract for the project.

Coordination with sewer and water projects (Pass/Fail)

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

Project Readiness (No Points Pass/Fail)

If the project requires any of the following, each item must be addressed in the application and indicated on the project schedule: utility relocations, ROW acquisition, environmental sensitivity, or Railroad crossings.

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.

APPENDIX G | IMPLEMENTATION PROGRESS OF THE NATS FY 2023-2026 TIP

NATS TIP Projects for FY 2023

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2023	Trunkline	113735	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	US-31	Niles Buchanan Road	0.001	Roadside Facilities - Preserve	Resurface Carpool Lot	CON	Abandoned	23-26	ST	Carpool Parking Lot Program			$37,651	$8,349	$0	$46,000	$46,000	$0	$46,000	$0	$0.00
2023	Trunkline	127449	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	US-12	Galien Townshipline to west of Mayflower Road	6.771	Road Rehabilitation	Shoulder Rehabilitation	CON	Active	23-26	ST,VRU	Road - Rehabilitation and Reconstruction			$8,336,423	$1,848,578	$0	$10,185,000	$10,185,000	$0	$10,185,000	$12,815,726	$12,815,725.72
2023	Trunkline	201984	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	US-31 N	US-12 to Berrien Township	12.187	Road Rehabilitation	Hot Mix Asphalt Overlay	CON	Completed	23-26	NH	Road - Rehabilitation and Reconstruction			$16,247,225	$3,602,775	$0	$19,850,000	$36,000,000	$0	$36,000,000	$35,429,875	$35,429,875.31
2023	Trunkline	202003	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	M-51	Chestnut Lane to M-60BR	5.013	Reconstruction	Interchange reconstruction and asphalt resurfacing	CON	Active	23-26	NH	Road - Rehabilitation and Reconstruction			$25,320,298	$5,614,703	$0	$30,935,000	$30,935,000	$0	$30,935,000	$33,769,066	$33,769,065.72
2023	Local	206394	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Buchanan	W Front St	Red Bud Trail to Oak Street	0.297	Reconstruction	Reconstruction	CON	Active	23-26	ST	Stp Flex - Tma			$44,354	$0	$67,451	$111,805	$2,711,203	$1,065,600	$3,776,803	$4,430,257	$4,853,006.64
2023	Local	206394	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Buchanan	W Front St	Red Bud Trail to Oak Street	0.297	Reconstruction	Reconstruction	CON	Active	23-26	STU	STP - TMA			$594,930	$0	$2,004,468	$2,599,398	$2,711,203	$1,065,600	$3,776,803	$4,430,257	$4,853,006.64
2023	Local	206395	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Berrien County	E Bertrand Rd	M-51 East to County Line	1.286	Road Capital Preventive Maintenance	HMA overlay with paved shoulders	CON	Completed	23-26	STU	STP - TMA			$441,990	$0	$150,962	$592,952	$592,952	$0	$592,952	$631,638	$779,876.44
2023	Local	206518	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Buchanan	W Front St	Front and Oak Street Intersection	0.204	Traffic Safety	Replace Traffic Signal	CON	Active	23-26	CRU	Carbon Reduction - Tma			$78,873	$0	$325,627	$404,500	$404,500	$0	$404,500	$304,103	$405,227.83
2023	Local	207181	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Calvin Center Rd	US-12 to Grange Street	1.320	Road Capital Preventive Maintenance	Mill and one course non-structural hot-mix-asphalt overlay	CON	Abandoned	23-26	EDD	TEDF Category D			$0	$24,800	$0	$24,800	$248,000	$0	$248,000	$0	$0.00
2023	Local	207181	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Calvin Center Rd	US-12 to Grange Street	1.320	Road Capital Preventive Maintenance	Mill and one course non-structural hot-mix-asphalt overlay	CON	Abandoned	23-26	STL	STP - Rural/Flexible			$198,400	$0	$24,800	$223,200	$248,000	$0	$248,000	$0	$0.00
2023	Trunkline	207365	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	0.978	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	PE	Completed	23-26	HSIP	Traffic And Safety - Pavement Markings			$1,278	$142	$0	$1,420	$10,000	$0	$10,000	$2,546,504	$2,546,503.78
2023	Trunkline	207365	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	0.978	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	CON	Completed	23-26	HSIP	Traffic And Safety - Pavement Markings			$253,044	$28,116	$0	$281,160	$1,980,000	$0	$1,980,000	$2,546,504	$2,546,503.78
2023	Trunkline	207367	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.191	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	PE	Completed	23-26	HSIP	Traffic And Safety - Pavement Markings			$232	$26	$0	$258	$1,818	$0	$1,818	$1,817	$1,816.85

NATS TIP Projects for FY 2023

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2023	Trunkline	207367	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.191	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$65,178	$7,242	$0	$72,420	$510,000	$0	$510,000	$1,817	$1,816.85
2023	Trunkline	207378	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.721	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	CON	Active	23-26	HSIP	Traffic And Safety - Pavement Markings			$1,802	$200	$0	$2,002	$14,101	$0	$14,101	$14,100	$14,100.18
2023	Trunkline	209414	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	M51 @ SYCAMORE, M139 @ M139, M60BR @ MAIN, M63 @ US12, M62 @ ELKHART	0.000	Traffic Safety	Modernizing signalized intersection to current standards	ROW	Active	23-26	STG	Traffic Signal Modernization			$36,835	$0	$0	$36,835	$36,835	$0	$36,835	$4,964,038	$4,964,038.33
2023	Trunkline	210921	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	US-12	Galien Township Line to Bakertown Road	3.482	Road Rehabilitation	Milling and two course asphalt resurfacing	CON	Abandoned	23-26	ST	Road - Rehabilitation and Reconstruction			$7,775,750	$1,724,250	$0	$9,500,000	$9,500,000	$0	$9,500,000	$0	$0.00
2023	Local	211842	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Gumwood Rd	Gumwood Road at Redfield Street, Cass County	0.289	Traffic Safety	Roundabout	CON	Active	23-26	HSIP	Safety			$581,672	$0	$145,418	$727,090	$727,090	$0	$727,090	$970,162	$1,151,934.75
2023	Trunkline	214939	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	US-12	M-139 to Leet Road	6.389	Road Rehabilitation	Concrete Pavement Repairs	CON	Completed	23-26	NH	Road - Rehabilitation and Reconstruction			$4,993,013	$1,107,187	$0	$6,100,200	$6,100,200	$0	$6,100,200	$5,444,795	$5,444,795.32
2023	Local	216092	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles	Wayne St	North 8th Street to 13th Street	0.502	Road Capital Preventive Maintenance	HMA Mill & Resurface	CON	Active	23-26	HIPU	HIP - TMA			$11,849	$0	$2,628	$14,477	$520,635	$0	$520,635	$491,040	$576,183.00
2023	Local	216092	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles	Wayne St	North 8th Street to 13th Street	0.502	Road Capital Preventive Maintenance	HMA Mill & Resurface	CON	Active	23-26	STU	STP - TMA			$339,282	$0	$266,876	$606,158	$520,635	$0	$520,635	$491,040	$576,183.00
GPA Type Subtotals:			STIP Line Items															$65,360,079	$13,966,368	$2,388,230	$82,314,675					
Transit Capital																										
2023	Multi-Modal	206595	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	Transit Capital in FY 2023 using 5307 funds.	NI	Active	23-26	5307	Transit			$150,000	$37,500	$0	$187,500	$187,500	$0	$187,500	$187,500	$187,500.00
GPA Type Subtotals:			Transit Capital															$150,000	$37,500	$0	$187,500					
Transit Operating																										
2023	Multi-Modal	206594	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Operating	Niles Dial A Ride	0.000	SP3000-operating except JARC and New Freedom	Operating expenses for FY 2023 using 5307 funds	NI	Programmed	23-26	5307	Transit			$150,000	$150,000	$0	$300,000	$300,000	$0	$300,000	$300,000	$300,000.00

NATS TIP Projects for FY 2024

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2024	Trunkline	207391	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.876	Traffic Safety	Permanent pavement marking application on trunklines in Southwest Region	PE	Completed	23-26	HSIP	Traffic And Safety - Pavement Markings			$2,556	$284	$0	$2,840	$20,000	$0	$20,000	$4,315,788	$4,315,787.53
2024	Trunkline	207391	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.876	Traffic Safety	Permanent pavement marking application on trunklines in Southwest Region	CON	Active	23-26	HSIP,WRU	Traffic And Safety - Pavement Markings			$515,801	$57,311	$0	$573,112	$4,036,000	$0	$4,036,000	$4,315,788	$4,315,787.53
2024	Trunkline	207392	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	3.816	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	PE	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$1,278	$142	$0	$1,420	$10,000	$0	$10,000	$0	$0.00
2024	Trunkline	207392	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	3.816	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$49,203	$5,467	$0	$54,670	$385,000	$0	$385,000	$0	$0.00
2024	Trunkline	207403	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.691	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	CON	Active	23-26	HSIP	Traffic And Safety - Pavement Markings			$2,556	$284	$0	$2,840	$20,000	$0	$20,000	$15,412	$15,412.14
2024	Trunkline	208303	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	US-31	under Buchanan Road, Niles Township, Berrien County	0.000	Bridge CPM	Epoxy Overlay, Replace Expansion Joint, P&H Repl, Zone Paint, Approaches	CON	Active	23-26	BFP	Bridge Replacement and Preservation			$3,468,394	$769,106	$0	$4,237,500	$4,237,500	$0	$4,237,500	$4,400,624	$4,400,623.87
2024	Trunkline	209414	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	US12BR (LINCOLN) @ US12BR (GRANT), M51 (STH) @ SYCAMORE, M62 @ US12 (MAIN), M62 @ REDFIELD RD, M62 @ ELKHART RD, M60BR (OAK) @ MAIN & 13TH ST	0.000	Traffic Safety	Modernizing signalized intersection to current standards	CON	Active	23-26	STG	Traffic Signal Modernization			$2,054,720	$0	$8,666	$2,063,386	$3,914,617	$0	$3,914,617	$4,964,038	$4,964,038.33

NATS TIP Projects for FY 2024

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2024	Trunkline	211815	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Van Buren	MDOT	Regionwide	M-139	58.887	Traffic Safety	Centerline, edgeline corrugations; Fog seal; Longitudinal pavement markings	CON	Active	23-26	HSIP	Traffic And Safety - Safety Programs			$100,187	$11,132	$0	$111,319	$583,000	$0	$583,000	$685,036	$685,036.33
2024	Trunkline	214141	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	US-12	at Beebe Road and Adamsville Road Intersection in Cass County	0.361	Minor Widening	Addition of Left turn lane and Passing Flare	EPE	Abandoned	23-26	HSIP	Traffic And Safety - Safety Programs			$1,170	$130	$0	$1,300	$1,300	$0	$1,300	$1,657,143	$1,657,143.08
2024	Trunkline	214141	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	US-12	at Beebe Road and Adamsville Road Intersection in Cass County	0.361	Minor Widening	Addition of Left turn lane and Passing Flare	PE	Active	23-26	HSIP	Traffic And Safety - Safety Programs			$229,927	$25,547	$0	$255,474	$255,474	$0	$255,474	$1,657,143	$1,657,143.08
2024	Local	214949	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Buchanan	Schirmer Pkwy	McCoy Creek Trail, City of Buchanan, Berrien County	0.767	Roadside Facilities - Improve	Nonmotorized path and sidewalk construction	CON	Active	23-26	CRU	Carbon Reduction - Tma			$62,512	$0	$17,658	$80,170	$1,573,417	$0	$1,573,417	$1,391,498	$1,466,010.46
2024	Local	214949	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Buchanan	Schirmer Pkwy	McCoy Creek Trail, City of Buchanan, Berrien County	0.767	Roadside Facilities - Improve	Nonmotorized path and sidewalk construction	CON	Active	23-26	TAU	Transportation Alternatives - TMA			$169,885	$0	$47,989	$217,874	$1,573,417	$0	$1,573,417	$1,391,498	$1,466,010.46
2024	Local	214949	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Buchanan	Schirmer Pkwy	McCoy Creek Trail, City of Buchanan, Berrien County	0.767	Roadside Facilities - Improve	Nonmotorized path and sidewalk construction	CON	Active	23-26	TA	Transportation Alternatives			$726,963	$0	$548,410	$1,275,373	$1,573,417	$0	$1,573,417	$1,391,498	$1,466,010.46
2024	Local	216087	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Berrien County	W Bertrand Rd	US-31 to Portage Rd.	1.177	Road Capital Preventive Maintenance	HMA trench & widen with overlay	CON	Active	23-26	HIPU	HIP - TMA			$11,072	$0	$20,190	$31,262	$519,348	$0	$519,348	$486,841	$961,840.53
2024	Local	216087	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Berrien County	W Bertrand Rd	US-31 to Portage Rd.	1.177	Road Capital Preventive Maintenance	HMA trench & widen with overlay	CON	Active	23-26	STU	STP - TMA			$172,866	$0	$315,220	$488,086	$519,348	$0	$519,348	$486,841	$961,840.53
2024	Local	216091	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Cassopolis Rd	US-12 to Old 205	0.786	Road Rehabilitation	2.5" mill and and HMA overlay	CON	Suspended	23-26	STU	STP - TMA			$134,053	$0	$46,747	$180,800	$180,800	$0	$180,800	$0	$0.00
2024	Local	216783	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Pine Lake St	Conrad Rd. to Dailey Rd.	1.435	Road Capital Preventive Maintenance	Mill and one course Asphalt Overlay	CON	Abandoned	23-26	EDD	TEDF Category D			$0	$29,924	$0	$29,924	$299,238	$0	$299,238	$0	$0.00
2024	Local	216783	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Pine Lake St	Conrad Rd. to Dailey Rd.	1.435	Road Capital Preventive Maintenance	Mill and one course Asphalt Overlay	CON	Abandoned	23-26	STL	STP - Rural/Flexible			$161,421	$0	$107,893	$269,314	$299,238	$0	$299,238	$0	$0.00
2024	Trunkline	216911	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	US-31 S	US-12 to Niles/Berrien Township Line	12.139	Road Capital Preventive Maintenance	Concrete pavement repairs and shoulder one course milling and resurfacing	CON	Active	23-26	NH	Road - Capital Preventive Maintenance			$2,205,639	$489,094	$0	$2,694,733	$5,000,000	$0	$5,000,000	$4,061,396	$4,061,396.37

NATS TIP Projects for FY 2024

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2024	Trunkline	217472	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes in SWMPC MPO	7.068	Traffic Safety	Durable pavement marking application on trunklines in Southwest Region	PE	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$639	$71	$0	$710	$5,000	$0	$5,000	$0	$0.00
2024	Trunkline	217472	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes in SWMPC MPO	7.068	Traffic Safety	Durable pavement marking application on trunklines in Southwest Region	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$52,398	$5,822	$0	$58,220	$410,000	$0	$410,000	$0	$0.00
2024	Local	218476	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.400	New Roads	Realignment of Gumwood Rd.	CON	Active	23-26	HIPU	HIP - TMA			$23,324	$0	$6,735	$30,079	$1,165,000	$0	$1,165,000	$1,127,481	$1,232,404.87
2024	Local	218476	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.400	New Roads	Realignment of Gumwood Rd.	CON	Active	23-26	ST	Stp Flex - Tma			$28,364	$0	$8,215	$36,579	$1,165,000	$0	$1,165,000	$1,127,481	$1,232,404.87
2024	Local	218476	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.400	New Roads	Realignment of Gumwood Rd.	CON	Active	23-26	STL	STP - Rural/Flexible	AC	2026	$0	$0	$133,061	$133,061	$1,165,000	$0	$1,165,000	$1,127,481	$1,232,404.87
2024	Local	218476	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.400	New Roads	Realignment of Gumwood Rd.	CON	Active	23-26	STU	STP - TMA			$335,787	$0	$97,250	$433,037	$1,165,000	$0	$1,165,000	$1,127,481	$1,232,404.87
2024	Trunkline	218749	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Van Buren	MDOT	Regionwide	M-140	87.815	Traffic Safety	Sign project to upgrade intersections to SIGN-14S-A Detail	PE	Completed	23-26	HSIP	Traffic And Safety - Safety Programs			$700	$78	$0	$778	$21,323	$0	$21,323	$432,035	$432,034.68
2024	Trunkline	218749	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Van Buren	MDOT	Regionwide	M-140	87.815	Traffic Safety	Sign project to upgrade intersections to SIGN-14S-A Detail	CON	Active	23-26	HSIP	Traffic And Safety - Safety Programs			$15,961	$1,773	$0	$17,734	$486,172	$0	$486,172	$432,035	$432,034.68
GPA Type Subtotals:			STIP Line Items															$10,527,376	$1,396,165	$1,358,054	$13,281,595					
Transit Capital																										
2024	Multi-Modal	206599	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	Transit Capital in 2023 using S339 Funds	NI	Active	23-26	S339	Transit			$85,000	$21,250	$0	$106,250	$106,250	$0	$106,250	$106,250	$106,250.00
2024	Multi-Modal	213349	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1103-van replacement, any size with or without lift	Replace three (3) buses with transit vans using 2024 CMAQ funds	NI	Programmed	23-26	CM	Transit			$140,000	$35,000	$0	$175,000	$175,000	$0	$175,000	$175,000	$175,000.00
2024	Multi-Modal	216332	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	Preventative Maintenance in FY 2024 using S307	NI	Active	23-26	S307	Transit			$135,506	$33,877	$0	$169,383	$169,383	$0	$169,383	$169,383	$169,383.00
2024	Multi-Modal	216339	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	Transit Capital in FY 2024 using S339 funds	NI	Active	23-26	S339	Transit			$52,800	$13,200	$0	$66,000	$66,000	$0	$66,000	$66,000	$66,000.00

NATS TIP Projects for FY 2025

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2025	Trunkline	209623	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.791	Traffic Safety	Permanent pavement marking application on trunklines in Southwest Region	PE	Completed	23-26	HSIP	Traffic And Safety - Pavement Markings			$2,556	$284	$0	$2,840	$20,000	$0	$20,000	$3,201,492	$3,201,491.78
2025	Trunkline	209623	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.791	Traffic Safety	Permanent pavement marking application on trunklines in Southwest Region	CON	Active	23-26	HSIP	Traffic And Safety - Pavement Markings			$369,342	$41,038	$0	$410,380	$2,890,000	$0	$2,890,000	$3,201,492	$3,201,491.78
2025	Trunkline	209624	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.841	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	PE	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$1,278	$142	$0	$1,420	$10,000	$0	$10,000	$0	$0.00
2025	Trunkline	209624	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.841	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$39,618	$4,402	$0	$44,020	$310,000	$0	$310,000	$0	$0.00
2025	Trunkline	209634	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Kalamazoo	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.032	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	CON	Active	23-26	HSIP	Traffic And Safety - Pavement Markings			$1,917	$213	$0	$2,130	$15,000	$0	$15,000	$14,439	$14,439.25
2025	Trunkline	211989	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	MDOT	Areawide	US-12 @ Redbud, M-139 @ M-139	0.000	Traffic Safety	Modernize signals to current standards	ROW	Active	23-26	STG	Traffic Signal Modernization			$0	$0	$0	$0	$25,000	$0	$25,000	$3,962,700	$3,962,700.00
2025	Trunkline	214141	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	US-12	at Beebe Road and Adamsville Road Intersection in Cass County	0.361	Minor Widening	Addition of Left turn lane and Passing Flare	ROW	Active	23-26	HSIP	Traffic And Safety - Safety Programs			$27,000	$3,000	$0	$30,000	$30,000	$0	$30,000	$1,657,143	$1,657,143.08
2025	Local	215947	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Berrien County	W Bertrand Rd	US-31 to Red Bud Trail	1.634	Road Capital Preventive Maintenance	HMA trench & widen with overlay	CON	Active	23-26	STU	STP - TMA			$404,926	$0	$306,428	$711,354	$711,354	$0	$711,354	$702,300	$816,693.00
2025	Local	216106	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	Cass County	Elkhart Rd	May Street to Village of Edwardsburg limits	0.844	Road Capital Preventive Maintenance	1.5" HMA Mill and Overlay	CON	Abandoned	23-26	STU	STP - TMA			$89,849	$0	$33,353	$123,202	$123,202	$0	$123,202	$0	$0.00
2025	Local	216108	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles	Sycamore St	9th Street to 13th Street	0.248	Road Capital Preventive Maintenance	Mill and Resurface	CON	Active	23-26	STU	STP - TMA			$144,056	$0	$64,964	$209,020	$209,020	$0	$209,020	$236,743	$277,444.50

NATS TIP Projects for FY 2025

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	STIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP
STIP Line Items																										
2025	Trunkline	221444	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	Regionwide	US-31, US-12 and M-62 locations in the townships of Niles, Milton and Ontwa.	29.461	Road Capital Preventive Maintenance	Crack Seal, Chip Seal, and Fog Seal	PE	Active	23-26	ST	Road - Capital Preventive Maintenance			$93,309	$20,691	$0	$114,000	$200,000	$0	$200,000	$5,600,000	$5,600,000.00
2025	Trunkline	221615	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	US-12	From S Shore Drive to Five Points	4.618	Minor Widening	Shoulder Widening	PE	Active	23-26	CRL	Carbon Reduction			$532,025	$117,975	$0	$650,000	$650,000	$0	$650,000	$7,125,000	$7,125,000.00
2025	Trunkline	221615	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	US-12	From S Shore Drive to Five Points	4.618	Minor Widening	Shoulder Widening	ROW	Suspended	23-26	CRL	Carbon Reduction			$61,388	$13,613	$0	$75,000	$75,000	$0	$75,000	$7,125,000	$7,125,000.00
2025	Trunkline	221627	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	M-51	From White St to Pokagon Hwy	3.200	Minor Widening	Shoulder Widening	PE	Active	23-26	CRL	Carbon Reduction			$98,220	$21,780	$0	$120,000	$120,000	$0	$120,000	$1,854,000	$1,854,000.00
2025	Trunkline	221627	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Cass	MDOT	M-51	From White St to Pokagon Hwy	3.200	Minor Widening	Shoulder Widening	CON	Programmed	23-26	CRL	Carbon Reduction			$1,419,279	$314,721	$0	$1,734,000	$1,734,000	$0	$1,734,000	$1,854,000	$1,854,000.00
GPA Type Subtotals:			STIP Line Items															$3,284,763	$537,859	$404,745	$4,227,366					
Transit Capital																										
2025	Multi-Modal	216373	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1801-preventative maintenance	Prevenative Maintenance in FY 2025 using S307	NI	Programmed	23-26	S307	Transit			$110,000	$27,500	$0	$137,500	$137,500	$0	$137,500	$137,500	$137,500.00
2025	Multi-Modal	216374	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Capital	Areawide	0.000	SP1102-30-34 foot replacement bus with or without lift	Replace one bus in FY 2025 using S339 funds	NI	Programmed	23-26	S339	Transit			$72,000	$18,000	$0	$90,000	$90,000	$0	$90,000	$90,000	$90,000.00
GPA Type Subtotals:			Transit Capital															$182,000	$45,500	$0	$227,500					
Transit Operating																										
2025	Multi-Modal	216372	Niles-Buchanan-Cass Area Transportation Study (SWMPC)	Berrien	Niles, City of	Transit Operating	Areawide	0.000	3000-Operating Assistance	Transit Operatig for FY 2025 using S307 Funds	NI	Programmed	23-26	S307	Transit			$160,500	$160,500	$0	$321,000	$321,000	$0	$321,000	$321,000	$321,000.00
GPA Type Subtotals:			Transit Operating															$160,500	$160,500	$0	$321,000					
Grand Total:																		$3,627,263	$743,859	$404,745	$4,775,866					

Total Job Phases Reported: 18

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

APPENDIX H | 2026-2029 FISCAL CONSTRAINT TABLES

2026 Demonstration of Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - TMA	$81,250	$65,000	$65,000	$16,250	$0	$81,250
STP – TMA	$672,277	$529,000	$529,000	$0	$143,277	$672,277
STP Flex - TMA	$37,473	$30,000	$30,000	$0	$7,473	$37,473
Transportation Alternatives - TMA	$76,000	$76,000	$0	$0	$0	$0
FY 2026, Local MPO Based Constraints Total	**$867,000**	**$700,000**	**$624,000**	**$16,250**	**$150,750**	**$791,000**
Fiscal Year - 2026, Local RTF Based Constraint						
STP - Rural/Flexible	$757,244	$726,500	$726,500	$0	$30,744	$757,244
TEDF Category D	$50,000	$0	$0	$50,000	$0	$50,000
FY 2026, Local RTF Based Constraint Total	$807,244	$726,500	$726,500	$50,000	$30,744	$807,244
Fiscal Year - 2026, Local Projects from Statewide Sources						
CMAQ	$115,000	$92,000	$92,000	$23,000	$0	$115,000
FY 2026, Local Statewide Sources Total	**$115,000**	**$92,000**	**$92,000**	**$23,000**	**$0**	**$115,000**
Fiscal Year - 2026, MDOT Project Templates						
Road - Capital Preventive Maintenance	$3,069,080	$2,512,042	$2,512,042	$557,038	$0	$3,069,080
Traffic & Safety	$2,455,528	$2,267,368	$2,267,368	$188,160	$0	$2,455,528
FY 2026, MDOT Project Templates Total	**$5,524,608**	**$4,779,410**	**$4,779,410**	**$745,198**	**$0**	**$5,524,608**
Fiscal Year - 2026, Transit Project Categories						
5307	$528,750	$315,000	$315,000	$141,750	$72,000	$528,750
5339	$94,000	$75,200	$75,200	$18,800	$0	$94,000
FY 2026, Transit Project Categories Total	**$622,750**	**$390,200**	**$390,200**	**$160,550**	**$72,000**	**$622,750**
Fiscal Year - 2026 Grand Total	**$7,936,602**	**$6,688,110**	**$6,612,110**	**$994,998**	**$253,494**	**$7,860,602**

2027 Demonstration of Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2027, Local MPO Based Constraints						
Carbon Reduction - TMA	$82,500	$66,000	$66,000	$16,500	$0	$82,500
STP – TMA	$1,028,720	$540,000	$540,000	$0	$488,720	$1,028,720
STP Flex – TMA	$80,600	$31,000	$31,000	$0	$49,600	$80,600
Transportation Alternatives - TMA	$78,000	$78,000	$0	$0	$0	$0
FY 2027, Local MPO Based Constraints Total	**$1,269,820**	**$715,000**	**$637,000**	**$16,500**	**$538,320**	**$1,191,820**
Fiscal Year - 2027, Local Projects from Statewide Sources						
CMAQ	$115,000	$92,000	$92,000	$23,000	$0	$115,000
HIP - Bridge	$4,334,000	$3,900,600	$3,900,600	$0	$433,400	$4,334,000
FY 2027, Local Statewide Sources Total	**$4,449,000**	**$3,992,600**	**$3,992,600**	**$23,000**	**$433,400**	**$4,449,000**
Fiscal Year - 2027, MDOT Project Templates						
Traffic & Safety	$33,562	$30,206	$30,206	$3,356	$0	$33,562
Other	$405,941	$332,263	$332,263	$73,678	$0	$405,941
FY 2027, MDOT Project Templates Total	**$439,503**	**$362,469**	**$362,469**	**$77,034**	**$0**	**$439,503**
Fiscal Year - 2027, Transit Project Categories						
5307	$539,325	$321,300	$321,300	$144,585	$73,440	$539,325
FY 2027, Transit Project Categories Total	**$539,325**	**$321,300**	**$321,300**	**$144,585**	**$73,440**	**$539,325**
Fiscal Year - 2027 Grand Total	**$6,699,648**	**$5,393,369**	**$5,313,369**	**$261,119**	**$1,045,160**	**$6,619,648**

2028 Demonstration of Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2028, Local MPO Based Constraints						
Carbon Reduction - TMA	$85,000	$68,000	$68,000	$17,000	$0	$85,000
STP – TMA	$906,503	$551,000	$582,997	$0	$355,503	$938,500
STP Flex – TMA	$32,000	$32,000	$0	$0	$0	$0
Transportation Alternatives - TMA	$79,000	$79,000	$0	$0	$0	$0
FY 2028, Local MPO Based Constraints Total	**$1,102,503**	**$730,000**	**$650,997**	**$17,000**	**$355,503**	**$1,023,500**
Fiscal Year - 2028, Local Projects from Statewide Sources						
CMAQ	$115,000	$92,000	$92,000	$23,000	$0	$115,000
FY 2028, Local Statewide Sources Total	**$115,000**	**$92,000**	**$92,000**	**$23,000**	**$0**	**$115,000**
Fiscal Year - 2028, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	$832,500	$681,401	$681,401	$151,099	$0	$832,500
Traffic & Safety	$177,000	$177,000	$177,000	$0	$0	$177,000
Other	$30,416	$24,895	$24,895	$5,521	$0	$30,416
FY 2028, MDOT Project Templates Total	**$1,039,916**	**$883,296**	**$883,296**	**$156,620**	**$0**	**$1,039,916**
Fiscal Year - 2028, Transit Project Categories						
5307	$550,112	$327,726	$327,726	$147,477	$74,909	$550,112
FY 2028, Transit Project Categories Total	$550,112	$327,726	$327,726	$147,477	$74,909	$550,112
Fiscal Year - 2028 Grand Total	**$2,807,531**	**$2,033,022**	**$1,954,019**	**$344,097**	**$430,412**	**$2,728,528**

2029 Demonstration of Fiscal Constraint

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2029, Local MPO Based Constraints						
Carbon Reduction - TMA	$86,250	$69,000	$69,000	$17,250	$0	$86,250
STP – TMA	$804,644	$562,000	$562,000	$0	$242,644	$804,644
STP Flex - TMA	$46,356	$32,000	$32,000	$0	$14,356	$46,356
Transportation Alternatives - TMA	$81,000	$81,000	$0	$0	$0	$0
FY 2029, Local MPO Based Constraints Total	**$1,018,250**	**$744,000**	**$663,000**	**$17,250**	**$257,000**	**$937,250**
Fiscal Year - 2029, Local RTF Based Constraint						
STP - Rural/Flexible	$310,770	$295,200	$295,200	$0	$15,570	$310,770
TEDF Category D	$50,000	$0	$0	$50,000	$0	$50,000
FY 2029, Local RTF Based Constraint Total	**$360,770**	**$295,200**	**$295,200**	**$50,000**	**$15,570**	**$360,770**
Fiscal Year - 2029, Local Projects from Statewide Sources						
CMAQ	$115,000	$92,000	$92,000	$23,000	$0	$115,000
FY 2029, Local Statewide Sources Total	**$115,000**	**$92,000**	**$92,000**	**$23,000**	**$0**	**$115,000**
Fiscal Year - 2029, MDOT Project Templates						
Road - Capital Preventive Maintenance	$1,978,200	$1,619,157	$1,619,157	$359,043	$0	$1,978,200
Traffic & Safety	$481,964	$433,768	$433,768	$48,196	$0	$481,964
Other	$3,263,258	$2,670,976	$2,670,976	$592,282	$0	$3,263,258
FY 2029, MDOT Project Templates Total	**$5,723,422**	**$4,723,901**	**$4,723,901**	**$999,521**	**$0**	**$5,723,422**
Fiscal Year - 2029, Transit Project Categories						
5307	$561,114	$334,281	$334,281	$150,426	$76,407	$561,114
FY 2029, Transit Project Categories Total	$561,114	$334,281	$334,281	$150,426	$76,407	$561,114
Fiscal Year - 2029 Grand Total	**$7,778,556**	**$6,189,382**	**$6,108,382**	**$1,240,197**	**$348,977**	**$7,697,556**

APPENDIX I | 2023-2029 ILLUSTRATIVE PROJECTS

Agency	Project	Project Description
Berrien CRD Niles Twp	Niles Buchanan Rd from City of Niles limits to US-31	Milling & Asphalt Overlay
Berrien CRD Niles Twp	Third St from Fulkerson St to Ontario Rd	Milling & Asphalt Overlay
Cass CRC Milton Twp	Redfield St from Kline Rd to Conrad Rd	Asphalt Overlay
Cass CRC	17th St from E Main St to Oak St	Milling & Asphalt Overlay
City of Niles	17th St from Oak St to Eagle St	Milling & Asphalt Overlay
City of Niles	17th St from Eagle St. to Lake St	Milling & Asphalt Overlay
City of Niles	Third St from Fulkerson St to Ontario Rd	Milling & Asphalt Overlay

APPENDIX J | LIST OF AVAILABLE FEDERAL-AID HIGHWAY & TRANSIT RESOURCES

FHWA source	Purpose	Examples of Eligible Uses	Allocated to
National Highway Preservation Program (NHPP)	Maintain/repair the National Highway System (NHS).	• Construction, rehabilitation, or reconstruction of highways, bridges • Transit capital projects • Highway and transit safety projects • Non-motorized projects	• MDOT Southwest Region • MPOs with 200,000+ population
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	• Urbanized areas • MDOT
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.	• Counties in nonattainment or maintenance for air quality • MDOT
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 tail construction.	• MPOs with an urban population of 200,000 • Statewide Competitive
Surface transportation Block Grant (STBG) – Formality Surface Transportation Program (STP)	Maintain and improve the federal-aid highway system	• Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; • Transit capital projects • Highway and transit safety projects • Non-motorized projects	• MPOs with an urban population of 200,000+ • MPOs with an urban population of 50,000-199,000 • Urban area -urban area pop. 5,000-49,999 • The Rural Task Force (RTF) by region/county

FTA source	Purpose	Examples of Eligible Uses	Allocated to
5307 Urban Area Formula	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
5311 Non-Urbanized Area Formula Grants	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
5310 Elderly and Persons with Disabilities	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	• Urban Areas of 200,000+ • MDOT also awards to other areas on a per project basis
5339 Bus and Bus Facilities	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.

APPENDIX K | MITC-IAWG SUUMARY

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
Berrien County 2015 Ozone Nonattainment Area
Cass County 1997 Ozone Orphan Maintenance Area (OMA)
Review for the 2029 - 2029 Transportation Improvement Programs
Teams Meeting: 10:00 - 11:00 a.m. (EST) April 1, 2025

Introductions and Attendance
Members of the Berrien and Cass IAWG, along with partner agencies, attended the meeting virtually via Microsoft Teams. All attendees introduced themselves.

Attendance
EPA: Michael Leslie
FHWA: Christina Nicholaides
EGLE: Breanna Bukowski
TwinCATS/NATS: Brandon Kovnat
MDOT: Donna Wittl, Jim Sturdevant, Lane Masoud, Katie Beck, Jon Roberts, Josh Grab, Adrian Stroupe, Sam Hetherington

Absent
FHWA: Jenny Staroska
FTA: Cecilia Crenshaw
TwinCATS/NATS: Kim Gallagher
MDOT: Mark Kloha, Fred Featherly, Richard Bayus,

Conformity Documents
For the 2029–2029 Transportation Improvement Programs (TIPs) for both the Niles-Buchanan-Cass Area Transportation Study (NATS) and the Twin Cities Area Transportation Study (TwinCATS), two conformity documents are required:

- Berrien County 2015 Ozone Nonattainment Area Conformity Analysis - *requires emission modeling*
- Cass County 1997 Ozone Orphan Maintenance Area (OMA) Conformity Report -*qualitative, no modeling required*

This will be the first time that the moderate State Implementation Plan (SIP) budgets are used for Berrien County. These budgets are lower than those used in previous maintenance plans and reflect a rate-of-progress approach. If Berrien County does not reach attainment, it may be reclassified from moderate to serious which would allow for greater flexibility between the VOC and NOx emissions than under moderate.

Travel Demand Modeling

The MPO boundary for TwinCATS has expanded based on the 2020 Census urban area. The current travel demand model was developed prior to this change. A new model covering the updated boundary is being developed for the next Long-Range Plan. Until it is complete, the newly added areas will continue to be modeled using the statewide model.

The group reviewed and approved the modeling assumptions. If 2029 outputs are unavailable, interpolation will be used. Key modeling decisions include:

- **Analysis years**
  - 2015 base year for the TwinCATS and NATS travel demand models
  - 2025 interim analysis year to follow rules to not be more than 10 years apart
  - 2029 attainment year of the 2015 ozone NAAQS - Must attain standard by Aug. 3, 2027 or reclassified to serious
  - 2035,
  - 2045, and
  - 2050 last year of the Metropolitan Transportation Plans/Long-Range Transportation Plans
- Emission model: MOVES5.
- **Budgets**: Moderate SIP for the 2015 ozone nonattainment budgets.
- **Meteorology data** 2015 local data will be used, consistent with the SIP.
- **Speeds**: Average speeds from MOVES by road types for the given travel model time periods.
- **Vehicle population and age distribution**: 2015 Secretary of State registrations from Oct. 1, 2015.
- **Alterative Vehicle Fuel types (AVFT)**: 2019 local Secretary of State data will be used since 2015 data did not include fuel types.
- **Other MOVES inputs**: Defaults will be used for starts, hoteling, idling, fuel, and hourly VMT fractions.

Project Review

The full list of 2029–2029 projects for Berrien and Cass counties was shared with IAWG members prior to the meeting, with all the projects included in one list, not separated by MPO or rural areas. The list will be separated for the different documents as needed.

The group agreed that three projects within the TwinCATS MPO were non-exempt: Job Numbers 215942, 210875, and 213168. All other projects, including those in NATS and the rural areas, were agreed to be exempt.

All three non-exempt projects are expected to be open to traffic after 2029 and will therefore first appear in the 2035 analysis year. Additional information was requested for JN 215942, which is a road diet on Red Arrow Highway. A number of segments of Red Arrow Highway outside the TwinCATS model area had already been reduced from four to three lanes but the model does not reflect these changes yet .

Other Discussions

The group reviewed naming conventions for nonattainment areas. The official EPA name for the Berrien County 2015 ozone nonattainment area is the *Benton Harbor Nonattainment Area*, while Cass County is designated as the *Cass County Limited Orphan Maintenance Area*. EPA typically names nonattainment areas after an urbanized area if one is present. This can potentially lead to confusion since the Benton Harbor non-attainment area includes the entire county, not just the urbanized area. However, these names are set in federal regulation and cannot be changed easily.

APPENDIX L | PUBLIC COMMENTS RECEIVED

APPENDIX M | CONSULTATION

Consultation is a vital element of public participation, helping to coordinate transportation planning with the goals and programs of other governmental and non-governmental entities. Through collaboration, SWMPC works to avoid conflicts between transportation initiatives and existing plans, aligning projects with broader community objectives such as economic development, environmental stewardship, and land use planning.

SWMPC consults with agencies and entities responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources and conservation
- Historic preservation
- Public transit services

This cooperative approach ensures that transportation planning supports regional priorities and contributes to a more connected, sustainable, and prosperous community.

TIP Consultation List

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 Service
Corewell 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

APPENDIX N | APPROVALS