



NILES-BUCHANAN-CASS AREA TRANSPORTATION STUDY

COMBINED TECHNICAL ADVISORY and POLICY COMMITTEE MEETING

FOR FURTHER INFORMATION, CONTACT:

Brandon Kovnat, *Transportation Planner*

Kim Gallagher, *Transportation Planner*

(269) 925-1137 Ext: 1524 & 1518

DATE: March 26, 2019

TIME: 1:30 PM

PLACE: Niles District Library
620 E Main St, Niles, MI 49120

AGENDA Comments will be solicited on each item following discussion and prior to any final action.

1. **Call to Order / Introductions and Pledge of Allegiance**
2. **Changes to the Agenda**
3. **Public Comment**
4. **Approve Minutes from the February 26, 2019 Meeting (*Enclosed*) Action**
5. **Staff Report**
 - Pavement Condition Report
https://www.swmpc.org/downloads/nats_pavement_condition_report_20172018.pdf
6. **Community Land Use and Zoning Member Updates**
7. **Public Transit**
 - Niles Dial a Ride (*Kelly Getman Dissette*)
 - Buchanan Dial a Ride (*Kim O'Haver*)
8. **Road Project Amendments Action**
 - Berrien County Road Department Project Updates (*Enclosed*)
 - Berrien County Road Department Amendment (*Enclosed*) Action
 - Cass County Road Commission Project Updates (*Enclosed*)
9. **Old Business**
10. **New Business**
 - Approval of Performance Measure Language for Inclusion in the 2017-2020 TIP (*Enclosed*) Action
 - Election of Technical Advisory (TAC) and Policy Committee Chairs/Vice Chairs Action
11. **State and Federal Updates**
12. **Public Comment**
13. **Privilege of the Floor**
14. **Adjournment**
 - The next NATS meeting is scheduled for **Tuesday, April 23, 2019 @ 1:30 pm.**

Current Chairs/Vice Chairs

TAC Chair: Joe Bellina, *Cass County Road Commission*

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

Policy Chair: Richard Cooper, *Niles Township*

Policy Vice Chair: Serita Mason, *City of Niles*

NILES BUCHANAN CASS AREA TRANSPORTATION STUDY (NATS)

Joint Technical Advisory Committee (TAC) & Policy Committee Minutes – **FEBRUARY 26, 2019 (DRAFT)**

Niles District Library, Community Room, 620 E Main St, Niles, MI 49120

NATS MEMBER ORG./POSITION	MEMBERS (2019)	TAC	POL	J	F	M	A	M	J	J	A	S	O	N	D
Berrien Co. Board of Commissioners (1)	Michael Majerek		x	P	P										
Berrien Co. Board of Commissioners (2)	(vacant)		x	V	V										
Berrien Co. Community Dev. Dept.	Evan Smith	x		P	P										
Berrien Co. Planning Commission	Eric Lester, M.D.		x	N	N										
Berrien Co. Road Dept. (Policy)	(vacant)		x	V	V										
Berrien Co. Road Dept. (TAC)	Brian Berndt	x		P	P										
Bertrand Township	Butch Payton	x	x	P	P										
Buchanan Dial-A-Ride	Kim O'Haver	x	x	P	P										
Buchanan Township	Lynn Ferris	x	x	N	N										
Cass Co. Board of Commissioners (1)	Michael Grice		x	P	N										
Cass Co. Board of Commissioners (2)	Roseann Marchetti		x	P	P										
Cass Co. Planning Commission	Barbara Cook	x		N	N										
Cass Co. Road Comm. (Policy)	Sandra Seanor		x	N	P										
Cass Co. Road Comm. (TAC)	Joe Bellina (TAC Chair)	x		P	P										
City of Buchanan	Don Ryman	x	x	P	N										
City of Niles (1)	Georgia Boggs		x	N	P										
City of Niles (2)	Serita Mason		x	N	P										
City of Niles (3)	(vacant)		x	V	V										
City of Niles Community Dev. Director	Sanya Vitale	x		N	N										
City of Niles Dial-A-Ride Transit	Kelly Getman-Dissette	x	x	P	P										
City of Niles Public Works Dir./Airport	Joe Ray	x		P	P										
Four Flags Area CoC (TAC & Policy)	(vacant)	x	x	V	V										
Four Flags Area CoC (Policy)	(vacant)		x	V	V										
Howard Township (TAC & Policy)	Bill Kasprzak	x	x	P	P										
Howard Township (Policy)	(vacant)		x	V	V										
Kinexus	(vacant)	x		V	V										
Mason Township	Doug Fetters	x	x	P	P										
MDOT - Bureau of Trans. Planning	Jim Sturdevant	x	x	P	P										
MDOT - Southwest Region	Brian Sanada	x	x	P	A										
MDOT - Southwest Region (Alternate)	Amy Lipset	Alt	Alt	N	P										
MDOT - Transportation Service Center	Jonathon Smith	x	x	P	N										
Milton Township	Susan Flowers	x	x	P	N										
Niles Charter Township	Richard Cooper (P. Ch.)	x	x	P	P										
Ontwa Township	Dawn Bolock	x	x	P	P										
Pokagon Band of Potawatomi Indians	(vacant)	x	x	V	V										
SW Mich. Economic Growth Alliance	(vacant)	x		V	V										
Village of Edwardsburg	Dennis Peak	x	x	A	P										
Federal Highway Administration	Andrea Dewey	NV	NV	N	P										
Federal Transit Administration	Susan Weber	NV	NV	N	N										
MDEQ - Air Quality	Breanna Bukowski	NV		N	N										
MDOT - Modeling	Jon Roberts	NV		P	P										
MDOT - Office of Passenger Trans.	(vacant)	NV		V	N										
Michiana Area Council of Governments	(vacant)	NV	NV	V	V										
Southwest Michigan Planning Comm.	Kim Gallagher	NV	NV	N	N										

P. Ch.: Policy Chair; Alt: Alternate; NV: Non-voting; P: Present; N: Not present; A: Absent-Alternate attending; V: Vacant.

1. **Call to Order / Introductions and Pledge of Allegiance**

Joe Bellina, Technical Advisory chair called the meeting to order at 1:30 PM. The Pledge of Allegiance was recited followed by a moment of silence for Craig Bradfield, Howard Township Supervisor, who recently passed away. Bill Kasprzak will serve as the Policy committee and TAC representative for Howard Township. Dennis Peak was welcomed as the new Policy and TAC representative for the Village of Edwardsburg. SWMPC staff present: Brandon Kovnat and Ryan Fellows.

2. **Changes to the Agenda**

Approval of RTF funded projects in the NATS area was added to the agenda and it was approved by consensus.

3. **Public Comment**

None.

4. **Approve Minutes**

Motion to approve the minutes from the January 22, 2018 joint Technical Advisory Committee and Policy Committee meeting. Made by Dawn Bolock, second by Roseann Marchetti. **Motion approved.**

5. **Staff Report**

Ryan Fellows presented an attendance report that SWMPC generated for NATS Policy Committee and TAC for calendar 2018. He noted that in conformance with the bylaws of both committees this attendance report will be available via the SWMPC website, and will also be provided to the manager, supervisor, or governing board member from each NATS member community.

Along with the attendance report, a new sign in sheet and new attendance chart for the minutes were created to better facilitate attendance reporting. Fellows noted that the bylaws state that if any voting member or their designated alternate fails to attend three (3) consecutive meetings, SWMPC staff shall notify his/her governmental unit or agency and request appropriate action to encourage representation. With the new attendance chart, the minutes can now be used to show the attendance of member's year-to-date.

Fellows also noted that Policy Committee and Technical Advisory Committee officer elections were due per the Bylaws, and they would occur during the next regular meeting.

Brandon Kovnat reported to the members on a new MDOT grant program: Transportation Economic Development Fund (TEDF), Category B - Villages and Small Cities. There is a maximum of \$250,000 per grant for any public road in villages and cities with populations less than 10,000 people. Applications are due by Friday, April 5, 2019. For more information, see: <https://www.michigan.gov/tedf>.

6. **Community Land Use and Zoning Member Updates**

None.

7. **Public Transit Updates**

Niles Dial-A-Ride Transit: Kelly Getman-Dissette: Nothing to report.

Buchanan Dial A Ride: Kim O'Haver reported that Buchanan Dial-A-Ride was closed for four days in late January due to extreme cold and had limited operation for one day in early February – which is unprecedented in their history.

8. **Transportation Improvement Program (TIP) Amendments**

Bertrand Road TIP Amendment:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the following Transportation Improvement Program amendment to Berrien County Road Department's Bertrand Road Project:

	Original	Revised
Federal Cost	\$191,000	\$191,000 (No change)
Local Cost	\$53,000	\$217,000
Total Cost	\$244,000	\$408,000

Made by Kelly Getman-Dissette, second by Joe Ray. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Serita Mason, second by Roseann Marchetti. **Motion approved.**

MDOT TIP Amendment:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the FY-2019 & 2020 Transportation Improvement Program amendments as included in the MDOT amendment request letter dated February 15, 2019. Made by Jim Sturdevant, second by Brian Berndt. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Roseann Marchetti, second by Sandra Seanor. **Motion approved.**

9. **Old Business**

None.

10. **New Business**

A) 2020-2023 Projects for Buchanan Dial-A-Ride:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the presented 2020-2023 projects for Buchanan Dial-A-Ride. Made by Brian Berndt, second by Kelly Getman-Dissette. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Roseann Marchetti, second by Serita Mason. **Motion approved.**

B) 2020-2023 Projects for MDOT:

Repaving US-31 and changing the interchange of US-12 at M-51 are major project during the 2020-2023 cycle. The US-12 and M-51 interchange will be changed to an at-grade intersection with a

traffic light. This will be a cost saving measure compared to the expense if fixing/replacing the overpass bridges. This change will be easier for drivers changing from US-12 to M-51, which is very difficult in the current configuration.

Serita Mason reported that the pavement on the Niles-Buchanan Road exit ramp of US-31 is in exceedingly bad shape. There is a need for complete reconstruction now. However, that work is not scheduled until 2023. Amy Lipset noted that Gov. Gretchen Whitmer has asked people to take pictures of potholes and share them on social media such as Twitter with the hashtag #FTDR (in reference to her "Fix the Damn Roads" campaign).

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the presented 2020-2023 projects for MDOT. Made by Brian Berndt, second by Joe Ray. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Roseann Marchetti, second by Dawn Bolock. **Motion approved.**

C) 2020-2023 CMAQ Project Approval:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the CMAQ funded projects within the NATS Planning Area proposed for 2021-2023. Made by Brian Berndt, second by Amy Lipset. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Kelly Getman-Dissette, second by Roseann Marchetti. **Motion approved.**

D) 2020-2023 RTF Project Approval:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the 2020-2023 Rural Task Force projects within the NATS planning area. Made by Joe Ray, second by Brian Berndt. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Serita Mason, second by Roseann Marchetti. **Motion approved.**

E) Cass County Air Quality Conformity Document Approval:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the findings in the Cass County Air Quality Conformity Document. Made by Jim Sturdevant, second by Dawn Bolock. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Dawn Bolock, second by Sandra Seanor. **Motion approved.**

F) 2019 Safety Target Approval:

Motion for the Technical Advisory Committee to recommend to the Policy Committee approval of the 2020-2023 Rural Task Force projects within the NATS planning area. Made by Joe Ray, second by Brian Berndt. **Motion approved.**

Motion for the Policy Committee to approve the Technical Advisory Committee's recommendation. Made by Serita Mason, second by Roseann Marchetti. Motion approved.

G) Presentation on the Niles-MACOG Travel Demand Model

Jon Roberts gave a presentation on the Niles-MACOG Travel Demand Model. (See presentation for more information.) Roberts said he would check about posting maps of congestion online, and in the meantime, he would email members a pdf version of the presentation. He noted this presentation is to be considered a draft – for discussion purposes only. Andrea Dewey congratulated the two MPOs working together on this model.

11. State and Federal Updates

Amy Lipset, Jim Sturtevant, and Andrea Dewey provided updates to the members regarding the 2020 TIP snapshot occurring Monday March 4, 2019 locking in projects for the 2020-2023 funding cycle until the beginning on FY 2020 on October 1, 2019. FY 2019 projects can still be amended until July.

12. Public Comment

None.

13. Privilege of the Floor

Serita Mason thanks the road crews for their good work during the winter storms. She also noted that MDOT webcams were down when she needed them to check conditions during a storm.

14. Adjournment

Meeting was adjourned at 3:00 PM. The next NATS meeting is scheduled for **Tuesday, March 26, 2019 at 1:30 PM.**

Minutes compiled by Ryan D. Fellows, Associate Planner, SWMPC.



Project Update Sheet

Filled out by: Brain Berndt

Date:

Table with 2 columns: Field Name, Value. Fields include Project Name, Fiscal Year of award, Responsible Agency, MDOT Job Number, Project Limits, Project Length, Location, Primary Work Type, Phase.

Project Description:

2 in HMA overlay and gravel shoulder

Table with 4 columns: Fund Source, Federal, State/Local, Total. Row for STU showing funding amounts.

Table with 3 columns: Activity, Estimated Date, Actual Date. Lists project milestones from Resolution of Support to Project Completion.

Project is: [X] On Schedule [] Behind Schedule (explain below)

Briefly describe the work done to date:

Empty text box for describing work done to date.



Project Update Sheet

Filled out by: Brian Berndt

Date: 10/29/2018

Table with 2 columns: Field Name and Value. Fields include Project Name, Fiscal Year of award, Responsible Agency, MDOT Job Number, Project Limits, Project Length, Location, Primary Work Type, and Phase.

Project Description:

2 in HMA overlay
Note – AC/ACC between 2019 & 2020

Table with 4 columns: Fund Source, Federal, State/Local, Total. Rows include 2019 STUL, AC/ACC – 2020 STUL, and Total.

Table with 3 columns: Activity, Estimated Date, Actual Date. Rows list project milestones from Resolution of Support to Project Completion.

Project is: [X] On Schedule [] Behind Schedule (explain below)

Briefly describe the work done to date:

Empty rectangular box for describing work done to date.



Project Update Sheet

Filled out by: Joe Bellina

Date: 1/15/2019

Project Name:	Redfield Road
Fiscal Year of award:	2019
Responsible Agency:	Cass County Road commission
MDOT Job Number:	130772
Project Limits	Conrad Rd. To M-62
Project Length:	1.035 miles
Location:	Ontwa
Primary Work Type:	Resurface
Phase	CON

Project Description:

Mill and replace HMA

Fund Source	Federal	State/Local	Total
STU	\$174,341	\$38,659	\$213,000

Activity	Estimated Date	Actual Date
Resolution of Support for Local Match Submitted to SWMPC	February 2019	
Project Application Submitted to MDOT	March 2019	
Grade Inspection Package Submitted to MDOT	March 2019	
Grade Inspection Meeting Scheduled	April 2019	
Final Plan and Estimate to MDOT	April 2019	
Project Obligated	May 2019	
Project Letting	June 2019	
Construction Start	July 2019	
Project Completion	September 2019	

Project is: On Schedule Behind Schedule (explain below)

Briefly describe the work done to date:

Beginning design work

DATE: March 19, 2019

TO: NATS TAC and Policy Committee

PREPARED BY: Kim Gallagher and Brandon Kovnat

SUBJECT: 2018-2021 TIP Amendment: Performance Measure Language

REQUESTED ACTION:

Approve a motion to amend the NATS 2017- 2020 Transportation Improvement Program (TIP) to incorporate Pavement condition, Bridge Condition, and system reliability performance measure language.

BACKGROUND AND PURPOSE OF ACTION:

In 2012, Congress passed and the President signed into law Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs. The FAST Act continues MAP-21's overall performance based approach, and ensures that State DOTs and MPOs invest in projects that collectively make progress toward seven National Goals established by Congress.

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. System Reliability - To improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

NATS is required to establish performance targets and track progress towards target achievement for a number of measures related to safety, pavement and bridge condition, and travel time reliability. This amendment fulfills the requirement to include a description in the TIP of the anticipated effect of the TIP toward achieving targets related to infrastructure condition, and system reliability performance measures.

Infrastructure Condition Performance Measures Target-Setting

The final rule on pavement and bridge condition performance measures target setting was the second of a series of rules related to target setting, effective May 20, 2017.

Pavement and bridge condition performance measures require State DOTs and MPOs to assess the following on the NHS to carry out the National Highway Performance Program (NHPP):

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

MPOs may establish targets by either

(1) Agreeing to plan and program projects so they contribute toward the accomplishment of the overall statewide targets or

(2) Committing to quantifiable targets specific to the metropolitan planning area.

On September 25, 2018, the NATS Technical and Policy Committees voted to support the Michigan Department of Transportation's individual four-year pavement condition, bridge condition, and system reliability performance measure targets by planning and programming projects so they contribute to the accomplishment of the statewide targets, thereby fulfilling the requirements related to pavement condition, bridge condition, and system reliability performance measure target setting established under MAP-21 and the FAST Act. These targets can be found in tables below:

Established Statewide Infrastructure Condition Targets

Pavement Condition

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

Bridge Condition

Performance Measure	Description	State Target 2021
Percentage of National Highway System (NHS) bridge deck area in good condition.	The percentage of bridges on the NHS that are considered in good condition.	26.2%
Percentage of National Highway System (NHS) bridge deck area in poor condition.	The percentage of bridges on the NHS that are considered in poor condition.	7.0%

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

System Reliability- Performance Measures Target-Setting

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

- Interstate Travel Time Reliability
- Non-Interstate NHS travel Time Reliability
- Interstate Truck Travel Time Reliability
- Total Emissions Reductions
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

NATS is only subject to the first three travel time reliability measures listed above. On September 25, 2018, the NATS Technical and Policy Committees voted to support the Michigan Department of Transportation's individual four-year system performance targets by planning and programming projects so they contribute to the accomplishment of the overall statewide targets, thereby fulfilling the requirements related to system performance measure target setting established under MAP-21 and the FAST Act. These targets are below

Established Statewide System Reliability Targets

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

The System Performance Measures Final Rule Reliability measures are:

- Interstate Travel Time Reliability – This is a measurement describing the predictability of travel times for all the Interstates in the planning area. A lower value means there is higher unpredictability. It is not the level of congestion. In cities that are congested people can plan for ‘normal’ delays, therefore 100% reliability is possible even in congested areas. Travel time reliability only measures the extent of unexpected delay. A formal definition for travel time reliability is the percentage of people (not vehicles) who have travel that have consistent travel times. Using person-miles and not vehicle miles of travel takes into account the travel on buses or by carpooling.
- Non-Interstate NHS travel Time Reliability - This is the same measure as above, except for it includes highways designated as part of the National Highway System that are not Interstates. Again, it is not level of congestion; it is the predictability of travel.
- Interstate Truck Travel Time Reliability (TTTR) – The TTTR is an assessment of for the reliability of freight movement. It is defined as the ratio the time it takes 95 percent of trucks to travel a given segment divided by the ‘average’ time (50 percent of trucks) it takes to travel the segment.

TIP Impacts

All 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 included 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 34% of a project’s possible score. Additionally, addressing system preservation was a qualitative criteria of project evaluation. Based on this, the NATS program of projects and investment priorities included in the TIP do prioritize the accomplishment of performance measure objectives.

Next Scheduled Update

Under current federal law, the MPO’s Transportation Improvement Program must be updated at least once every four years. The FY 2017-2020 TIP will be in effect until the end of FY 2019 when it will be replaced until by the FY 2020-2023 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.