

# **TRANSPORTATION IMPROVEMENT PROGRAM**



## **TWIN CITIES AREA TRANSPORTATION STUDY**

SERVING THE  
ST. JOSEPH - BENTON HARBOR URBANIZED AREA

**FY 2020-2023**

Adopted by the Southwest Michigan Planning Commission on June 18, 2019

The Southwest Michigan Planning Commission (SWMPC) prepared this document in cooperation with the Michigan Department of Transportation, municipalities, transportation agencies, organizations, and departments throughout Berrien, Cass, and Van Buren Counties in Michigan. Document preparation was financed in part by the United States Department of Transportation, the Michigan Department of Transportation, the SWMPC and its members. The information, opinions, findings and conclusions in this publication are the SWMPC's and not necessarily those of the Federal Highway Administration, the Federal Transit Authority, or Michigan Department of Transportation. The Southwest Michigan Planning Commission reaffirms its nondiscrimination policy, its Title VI Civil Rights Plan and Limited English Proficiency Plan (LEP) that were updated and re-adopted in 2014.

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# INTRODUCTION

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

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

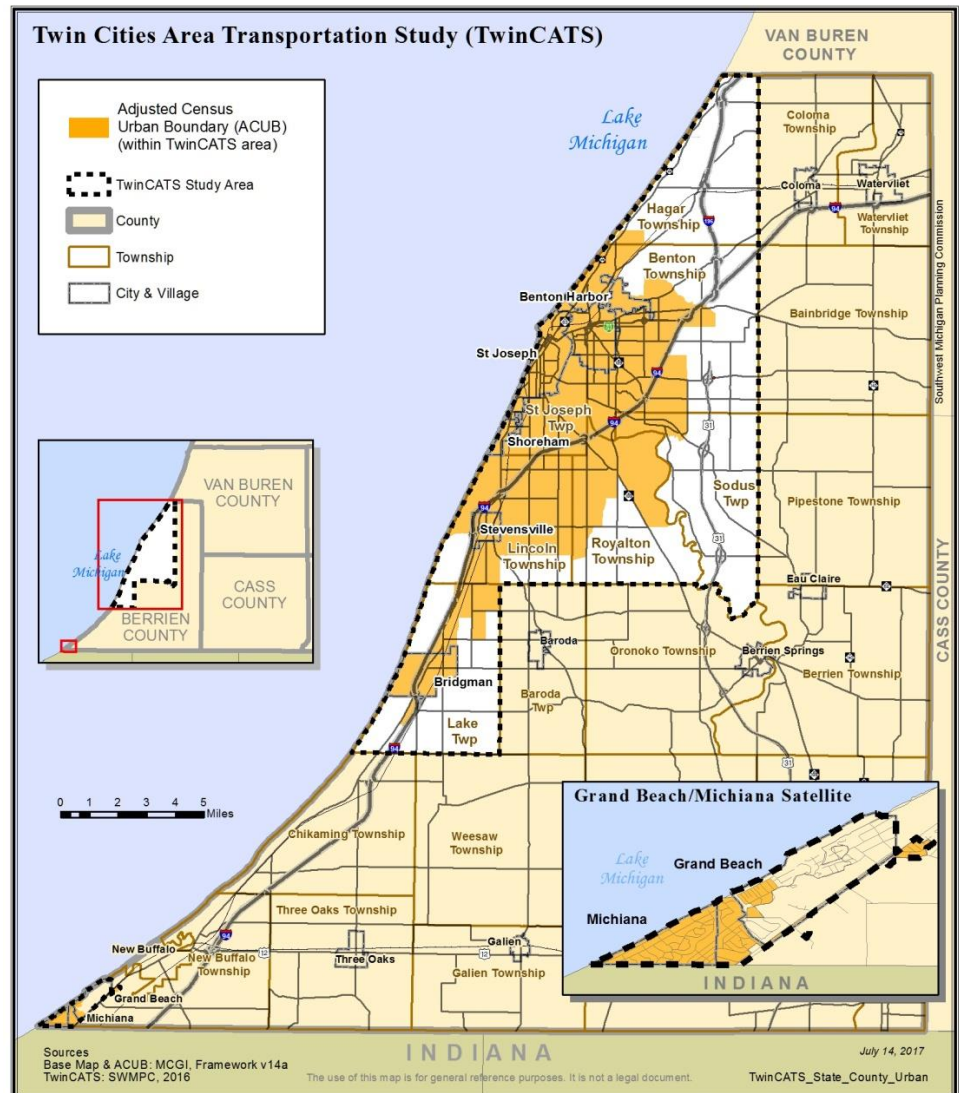
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized 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 storm water impacts of surface transportation; and
10. Enhance travel and tourism.





## TWINCATS METROPOLITAN AREA BOUNDARIES

The U.S. Census Bureau designated Benton Harbor-St. Joseph as an urbanized area in 1981 following benchmarks for concentrations of population that comprise one or more central places and adjacent developed areas that together have a minimum of 50,000 people. Officially, the Federal Highway Administration (FHWA) and the State of Michigan have designated the Southwest Michigan Planning Commission (SWMPC) as the Metropolitan Planning Organization (MPO) for the Benton Harbor-St. Joseph urbanized area, based on the area having a population above 50,000. Today, the Benton Harbor-St. Joseph urban area is home to approximately 63,000 people



The TwinCATS study area encompasses each community that contains a portion of the Benton Harbor-St. Joseph urbanized area. This area covers approximately 146 square miles and makes up the locations where the transportation planning process is carried out. The 12 local units of government that make up the TwinCATS study area are the cities of Benton Harbor, St. Joseph, Bridgman, the townships of, Benton, Hager, Lake, Lincoln, Royalton, Sodus, St. Joseph, and the villages of Shoreham and Stevensville. Only projects located within the TwinCATS study area are eligible for federal funding through the MPO.

## MPO ORGANIZATION

The Southwest Michigan Planning Commission (SWMPC) is one of fourteen regional planning and development regions in the state of Michigan. In 1981 SWMPC was designated the Metropolitan Planning Organization (MPO) for the Benton Harbor-St. Joseph urbanized area. The SWMPC relies on the members of the Twin Cities Area Transportation Study (TwinCATS) to provide local, state, and federal input toward the development of essential MPO work products.

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

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

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

### **Voting Membership**

<b>Cities &amp; Villages</b>	<b>Townships</b>	<b>Counties</b>	<b>State &amp; Local Agencies</b>
City of St. Joseph City of Benton Harbor City of Bridgman Village of Shoreham Village of Stevensville	Benton Charter Township Hager Township Lake Charter Township Lincoln Charter Township Royalton Township Sodus Township St. Joseph Charter Township	Berrien County	Michigan Department of Transportation Twin Cities Area Transportation Authority Southwest Michigan Regional Airport Cornerstone Alliance Kinexus

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

- Federal Highway Administration
- Federal Transit Administration
- Northwest Indiana Planning Commission
- Disability Network



## 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 under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. The SWMPC's commitment to comply with applicable federal transportation planning requirements is evidenced by the following:

- The SWMPC has a continuing, cooperative and comprehensive (3-C) transportation planning process;
- The SWMPC has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations;
- The SWMPC adopted a financially constrained long-range transportation plan for the TwinCATS planning area consistent with the metropolitan planning factors in Moving Ahead for Progress in the 21st Century (MAP-21) and reaffirmed in the FAST Act.



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# TRANSPORTATION IMPROVEMENT PROGRAM

The TwinCATS Fiscal Years 2020-2023 Transportation Improvement Program (2020-2023 TIP) serves as a list of federally funded surface transportation improvements for the TwinCATS planning area. The TIP identifies all federal funds programmed during the four-year period (2020-2023). Additionally, the TIP identifies all projects by Federal funding program and by the year.

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

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

## TIP ADOPTION

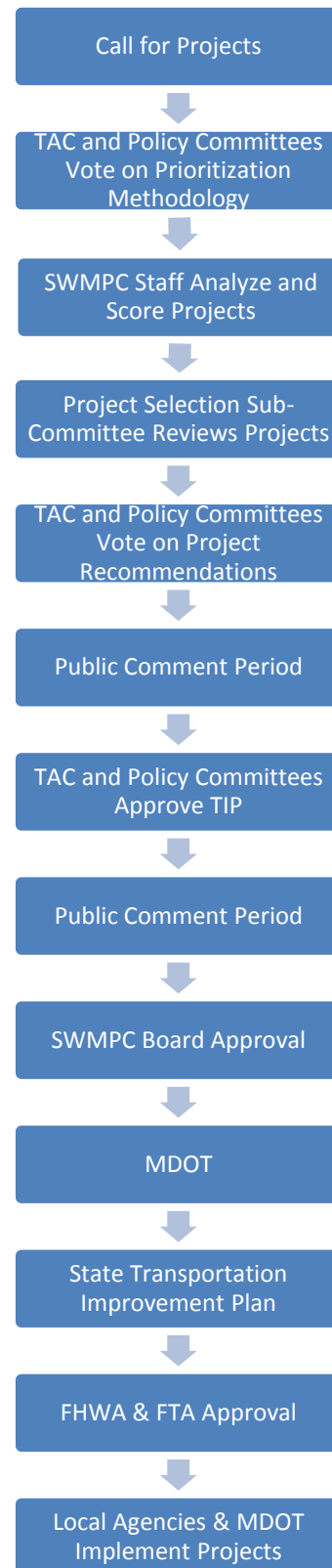
Adoption of the TwinCATS 2020-2023 is subject to review and adoption by the TwinCATS Policy Committee. Once the TIP is reviewed and adopted, the SWMPC Governing Board affirms the decisions of the TwinCATS Committee by having final approval of the TIP.

The review process consists of a public comment period that offers opportunities for review and comment of the draft 2020-2023 TIP. At the conclusion of the public review period, the SWMPC staff reviews, and summarizes all submitted comments and presents the findings to the TwinCATS committees for consideration into the final 2020-2023 TIP.

The SWMPC staff submits the final (Locally approved) 2020-2023 TIP, with a copy of the formal resolution, to MDOT that reviews the plan to ensure compliance with federal regulations.

## RELATIONSHIP TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

After approval by the TwinCATS 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 TwinCATS 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, TwinCATS may revise the TIP at any time under the policy and procedures agreed to by FHWA, FTA, MDOT and TwinCATS. 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 which requires Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval. The amendment process requires public notice to allow for public review and comment in accordance with the SWMPC public participation plan. An amendment requires approvals from the 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 or removing a project with no federal funding and not needing air quality conformity determination		x
Adding or deleting a project from the Illustrative List		x
Changing from one federal funding source to another federal source (except CMAQ) provided work type remains the same.		x
Moving fiscal years within the current TIP		x
Changing the cost of the total phase budget by less than 25%*		x
Adding or removing advance construct funding		x
Any change to a non-federally funded project so long as it doesn't affect capacity or air quality conformity		x
Technical corrections such as typos, misspellings, or other data entry errors		x

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

## **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
- City of St. Joseph
- City of Benton Harbor

#### **State**

The Michigan Department of Transportation has their own methods for identifying projects needed to maintain the integrity of the transportation system, enhance safety, and improve mobility. Priority is usually given to maintenance needs or structural deficiencies. Project recommendations are often based upon the state's regular analysis of pavements, bridges, congestion levels and safety issues. In some cases, MDOT may recommend new capacity- new or widened roads, or expanded transit service- however, new projects have become less frequent as the transportation system matures and funding tightens.

#### **MPO Region**

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



for such an exclusion. In 2014, the TwinCATS Policy Committee adopted a complete streets policy which states that any road project using federal funds must be designed to accommodate all users.

### **Public Transit**

The projects programmed in the TIP by the Twin Cities Area Transit Authority (TCATA), use funding from the Federal Transit Administration, MDOT, and the transit authority's own funds. TCATA is the designated recipient 5307 federal funding which is utilized for the following activities: operations, replacement buses, preventative maintenance, communications and computer hardware, and facility maintenance. In addition, TCATA is also the designated recipient of 5339 Bus and Bus Facilities funding which funds many of the same type of capital items funded by 5307 funding. (Bus replacement, facility improvements, computer hardware and communication equipment.) TCATA currently has a Transit Asset Management plan that outlines the following:

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

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



## PROJECT SELECTION PROCESS

TwinCATS Technical and Policy committee members are responsible for selecting projects that utilize Surface Transportation Block Program (STBG) funds, which are allocated to TwinCATS annually by MDOT. For the 2020-2023 TIP, MDOT has estimated that TwinCATS allocation will be approximately \$3.9 million over the four-year period. For the 2020-2023 TIP TwinCATS received requests for \$8.7 million in STBG funding, \$4.8 million over the allocated amount. Projects that were not selected are added to the 2020-2023 illustrative list of projects.

All projects using TwinCATS STBG funding must:

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

To assist the TwinCATS committee in choosing projects that meet the above requirements a TwinCATS Project Prioritization Scoring System was created and approved by TwinCATS Policy Committee on September 15, 2018 (**Appendix E**).



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# TRANSPORTATION PERFORMANCE MANAGEMENT

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

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



## PERFORMANCE MEASURE TARGETS

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

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

Before Performance Measure Targets were required, TwinCATS used a performance based scoring system. This is illustrated on the 2020-2023 TIP call for project scoring criteria, found in **Appendix E**. TwinCATS continues to weigh performance targets in its project selection and analyze projects for their contribution to the national performance targets. Many projects help to contribute to more than one performance target. Due to limited funding resources, TwinCATS also encourages local jurisdictions to apply for statewide competitive grant funding sources to help contribute to performance targets.

Performance Targets are derived annually by calendar year for safety and transit performance measures. Bridge and Pavement performance measures are derived on a 2-year and 4-year reporting cycle. The TwinCATS Policy Committee elected to support the MDOT and Twin Cities Area Transportation Authority provided targets in all the required categories. TwinCATS will continue to coordinate with the State and other stakeholders to address performance measure targets.

## SAFETY

The Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to annually set targets for five safety performance measures. MDOT coordinated the establishment of safety targets with the 14 MPOs in Michigan through monthly Target Coordination meetings and through discussions at various meetings of the Michigan Transportation Planning Association (MTPA). MDOT officially adopted the 2019 state safety targets in the Highway Improvement Program annual report dated August 31, 2018. On February 11, 2019, TwinCATS adopted MDOT'S 2019 Safety targets.

Performance Measure	Description	Base Data - 2016		State Target 2018	Data Source
		TwinCATS	State		
Number of fatalities.	The number of fatalities due to a vehicular crash.	8.2	963	1,003	Michigan Crash Facts
Fatalities per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	0.81	1.0	1.0	Michigan Crash Facts & HPMS
Number of serious injuries.	The number of serious injuries due to a vehicular crash	40.6	52734	5,136	Michigan Crash Facts
Serious injuries per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	4.04	5.47	5.0	Michigan Crash Facts & HPMS
Non-motorized fatalities, serious injuries.	The number of pedestrians and bicyclists seriously injured or killed due to a vehicular crash.	6.4	721.8	744	Michigan Crash Facts

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

### **Anticipated Effect of the Safety Performance Measures**

The 2020-2023 TIP is anticipated to have a positive effect towards meeting The State of Michigan established safety performance targets. The TIP reflect approximately \$845,000 in FHWA Safety funds. These projects address both existing high-incident locations (reactive projects) and proactive projects that preemptively address safety. Projects utilizing Surface Transportation Funding (STP) also address safety.

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

FHWA CFR Desktop Reference Guide



While transportation safety figures within the TwinCATS area are more positive than statewide figures, the member communities that make up TwinCATS are committed to further improving transportation safety. This is reflected in the importance of safety-related scoring criteria included in the TwinCATS solicitation of projects and in the projects that are programmed into this TIP.

Each project that is programmed into the TIP was reviewed to quantify their effects on safety. The SWMPC staff analyzed each of the projects utilizing FHWA's Crash Reduction Factor Desktop Reference Guide to estimate the effectiveness of each project. Crash Reduction Factors (CRF), are estimates of how a certain safety countermeasures will reduce crashes. Below is a summary of the safety countermeasures included in the TwinCATS 2020-2023 projects.

The table on the following pages provide details for each local project within the 2020-2023 TIP. Each project in the TIP was given a value based on the number of crashes that are estimated be reduced based on all of countermeasures applied. This analysis uses a multiplier effect for projects that include multiple countermeasures. What this means is that if the CRF for resurface is a 33% reduction and the CRF for a five foot paved shoulder is a 20% reduction, the project was estimated to reduce crashes by 46%. The CRF used apply to all crash types. It was assumed that a reduction in all crashes would translate to a proportional reduction in Fatalities and Serious Injuries.

Year	Project	Work Type	Safety counter measures	Crashes (5 yr) average	Expected Impact
2020	Napier Avenue	Resurface	High Friction Surface Treatment	20.4	16.32
2021	Langley Ave	Reconstruct	Horizontal Curve Flattening Signing/Delineation on Horizontal Curves Remove Fixed Objects From Clearzone Bump Out / Curb Extension Intersection Improvements	13	7.5
2021	Marquette Woods	Resurface	High Friction Surface Treatment widen shoulders to 6 ft.	12	9
2022	Empire Ave	Reconstruct	Project does contain additional safety counter measures.	4	4
2022	Red Arrow	Resurface	Project does contain additional safety counter measures.	20	20
2023	John Beers	Resurface	Increase Shoulder by1 ft. High Friction Surface Treatment	8	6.5
2023	Napier Avenue	Resurface	High Friction Surface Treatment	90	72
2023	Lake Street	Reconstruct	Project does contain additional safety counter measures.	11	11
<b>TOTAL ANTICIPATED REDUCTIONS IN CRASHES</b>				<b>167.4</b>	<b>135.32</b>



## PAVEMENT AND BRIDGE CONDITION

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

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

On September 17, 2018, the TwinCATS Technical and Policy Committees voted to support the Michigan Department of Transportation individual four-year pavement condition, bridge condition, and system reliability performance measure targets. TwinCATS will support these targets by planning and programming projects so they contribute to the accomplishment of the statewide targets.

## Established Statewide Infrastructure Condition Targets

### Pavement Condition

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

### Bridge Condition

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

TwinCATS is only subject to the first three- travel time reliability measures listed above. On September 17, 2018, the TwinCATS 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**

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

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

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

## **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 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 TwinCATS 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 TwinCATS 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 by the 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.

## TRANSIT ASSET MANAGEMENT

Working collectively, TwinCATS, MDOT and TCATA are required to establish performance targets for each applicable measure established by federal legislation. The Transit Asset Management final rule requires targets to be set for four performance measures. Each year TCATA and TwinCATS must establish and adopt targets for the performance of their transit assets for the ensuring year.

### **Baseline Inventory for the Twin Cities Area Transportation Authority (TCATA)**

Asset Category	Assets	Current Condition	2019 Target
Rolling Stock Revenue Vehicles	CU – Cutaway Buses -25	0% Cutaways exceed ULB	0% exceeds ULB
	PV – Passenger Van - 2	0% vans exceed ULB	0% exceeds ULB
Equipment Non-revenue Vehicles	Car	2 cars exceed ULB	0% exceeds ULB
	Wrecker	1 wrecker exceeds ULB	0% exceeds ULB
	Mini Van	0 minivans exceed ULB	0% exceeds ULB
Facilities	Administration/Maintenance Building	1 rated 3 on TERM scale.	0% rated below a 3.0 on the FTA TERM Scale

Source: Twin Cities Area Transportation Authority

SWMPC will continue to coordinate with the State and other stakeholders to address performance measure targets. There are several resources to track performance:

- Michigan Department of Transportation(MDOT) <https://www.michigan.gov/mdot>
- Transportation Asset Management Council (TAMC) <http://www.mcgi.state.mi.us/mitrp/tamcDashboards>
- Federal Highway Administration (FHWA) <http://www.fhwa.dot.gov/tpm/>
- Federal Transit Administration (FTA) <http://www.fta.dot.gov/map21/>



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# FINANCIAL PLAN

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

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

## AVAILABLE HIGHWAY AND TRANSIT FUNDING

The United States federal excise tax on gasoline is 18.4 cents per gallon and 24.4 cents per gallon for diesel fuel. The federal tax was last raised in 1993 and is not indexed to inflation, which increased by a total of 73 percent from 1993 until 2018. Beginning in 2022, fuel tax rates will be tied to inflation to help remedy the decline in purchasing power of the fuel tax. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds are retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is mostly due to increased fuel efficiency in conventionally powered vehicles, as well as a growing number of hybrid and fully electric vehicles that require little to no motor fuel.

There are a number of federal highway programs serving different purposes. Appendix G contains a list of these programs. Federal highway funds are apportioned to the states (distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local agencies within the TwinCATS area receive approximately \$1.8 million in federal-aid highway funding each year. In addition, The Michigan Department of Transportation (MDOT) spends approximately \$3.1 million in Federal funding annually for capital needs on trunkline-highways in the TwinCATS area (trunkline is the official name for MDOT maintained roads which include all I-, US-, and M roads).

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in **Appendix G**. Transit funds are distributed according to a complex set of distribution formulas. TCATA receives approximately \$1.1 million in transit operating and capital federal-funding each year.



On Nov. 10, 2015, Gov. Rick Snyder signed into law a funding package that provides more state transportation revenue. The nine-bill package included registration fee increases, motor fuel tax increases, and appropriations from the income tax revenue.

The new revenue package is expected to generate \$1.2 billion for transportation when it takes full effect in FY 2021: \$600 million from gas taxes and registration fees, and \$600 million from income tax revenues. Almost 94 percent of the new revenue will be distributed through the Act 51 formula for road agencies: 39.1 percent for state highways, 39.1 percent for Michigan's 83 county road agencies, and 21.8 percent for 533 villages and cities.

The gasoline tax increased from 19 to 26.3 cents per gallon on Jan. 1, 2017, and the diesel fuel tax increased from 15 to 26.3 cents per gallon. The motor fuel tax was applied to natural gas (CNG) as well. Beginning in 2022, fuel tax rates will be tied to inflation to help remedy the decline in purchasing power of the fuel tax.

Registration fees for most cars and trucks increased 20 percent on Jan. 1, 2017. New electric car fees of \$100 per year, and \$30 per year for plug-in hybrid cars, equalize road-user fees for vehicles that use little or no taxed fuel.

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



## FISCAL CONSTRAINT AND PROJECT SELECTION

The most important financial consideration when creating and/or maintaining a TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are not the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the 2020-2023 TIP.

In the TwinCATS area, there are various implementing agencies eligible for federal-aid funding including MDOT, which is responsible for proposing/implementing trunkline highway projects. Each of the following agencies (City of Benton Harbor, City of Bridgman, City of St. Joseph, Village of Shoreham, Village of Stevensville, and Berrien County Road Department) may submit projects to be considered for TwinCATS annual allocation of local urban STBG funds. These projects are then reviewed/approved based on TwinCATS adopted project selection process. Projects are generally selected based on pavement condition, traffic volumes, crash history, and/or other factors. Local rural projects that fall within the TwinCATS planning area (proposed by Berrien County Road Commission) are selected by the Rural Task Force (RTF) comprised of representatives from various regional county road commissions, rural cities and villages and rural transit providers.

### **Public Transit**

The public transit agency, Twin Cities Area Transportation Authority is issued targets with the amount of federal aid transit funding expected; their projects are programmed based on these figures. Transit agencies select projects based internal assessment of capital and operational needs.

### **Year of Expenditure (YOE)**

When MDOT, TwinCATS, and TCATA program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). MDOT has developed YOE factors for itself and any agency that has not developed its own. For the upcoming 2020-2023 TIP cycle, they are five percent for FY 2020 and FY 2021, 4.5 percent for FY 2022, and four percent for FY 2023. **See Appendix H** for more details.

## Summary: Resources available for Capital Needs on the Federal-Aid Highway System

The table below contains a summary of the predicted total resources (federal, state, local) that will be available for capital needs on the federal-aid highway system in the TwinCATS area over fiscal years 2020 through 2023. Federal funding beyond FY 2020 is estimated to grow about 2 percent annually, the rate assumed throughout the FAST Act.

**Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System  
In the TwinCATS Area (Millions of Dollars)**

2020	2021	2022	2023
\$117	\$4.2	\$53.3.4	\$19.3

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

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system. Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. This is used to show that road agencies can maintain the roads which the federal funds are invested in. **Appendix H** explains the method and assumptions used to formulate the estimate.

The table below contains a summary O and M cost estimate for roads on the federal-aid highway system in the TwinCATS area. These funds are not included in the list of available funds, because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agree-upon estimated YOE (i.e., inflation factors (see Appendix H for a discussion of YOE adjustments).

**Forecast of Operations and Maintenance Costs on the Federal-Aid System in the TwinCATS Area**

	Trunkline	Local Federal Aid	Total
2020	2.98	3.39	6.37
2021	3.04	3.45	6.49
2022	3.10	3.52	6.62
2023	3.16	3.56	6.72

## DEMONSTRATION OF FINANCIAL CONSTRAINT

After determination of resources available for federal-aid highway and transit capital needs in the Southwest Michigan region from FY 2020 through FY 2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2045 Long Range Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues. The table below contains the amount of funding for STBG urban and CMAQ that we reasonably expect to receive over the four-year period of this TIP. The estimate in **Appendix H** is that funding for TwinCATS STBG urban will grow at 2% per year, while the real value of funding could shrink due to inflation (YOE factor). TwinCATS decided to program funding based on an annual two percent increase to the STBG urban funding for the four-year period of the TIP.

### Demonstration of Fiscal Constraint for Funding Sources with Local Allocation

FY	STBG Urban		CMAQ*	
	Available	Programmed	Available	Programmed
2020	\$956,000	\$956,000	\$454,254	\$454,254
2021	\$1,047,017	\$1,047,017	\$493,604	\$493,604
2022	\$995,000	\$995,000	\$573,858	\$573,858
2023	\$1,015,000	\$1,015,000	\$386,517	\$386,517

\* Note: CMAQ funds are programmed on a countywide competitive basis. TwinCATS does not have the sole discretion over these funds. Only the amount awarded to projects within the TwinCATS area are presented above.

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

	2020	2021	2022	2023
Highway Funding	\$94,236,738	\$2,574,098	\$47,433,558	\$17,586,994
Highway Programmed	\$94,236,738	\$2,574,098	\$47,433,558	\$17,586,994
Transit Funding	\$1,504,646	\$1,475,845	\$1,285,184	\$1,470,500
Transit Programmed	\$1,504,646	\$1,475,845	\$1,285,184	\$1,470,500
Total Funding	\$95,741,384	\$4,049,943	\$48,718,742	\$19,057,494
Total Programmed	\$95,741,384	\$4,049,943	\$48,718,742	\$19,057,494
Difference	\$0	\$0	\$0	\$0

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# 2020-2023 TRANSPORTATION PROJECTS

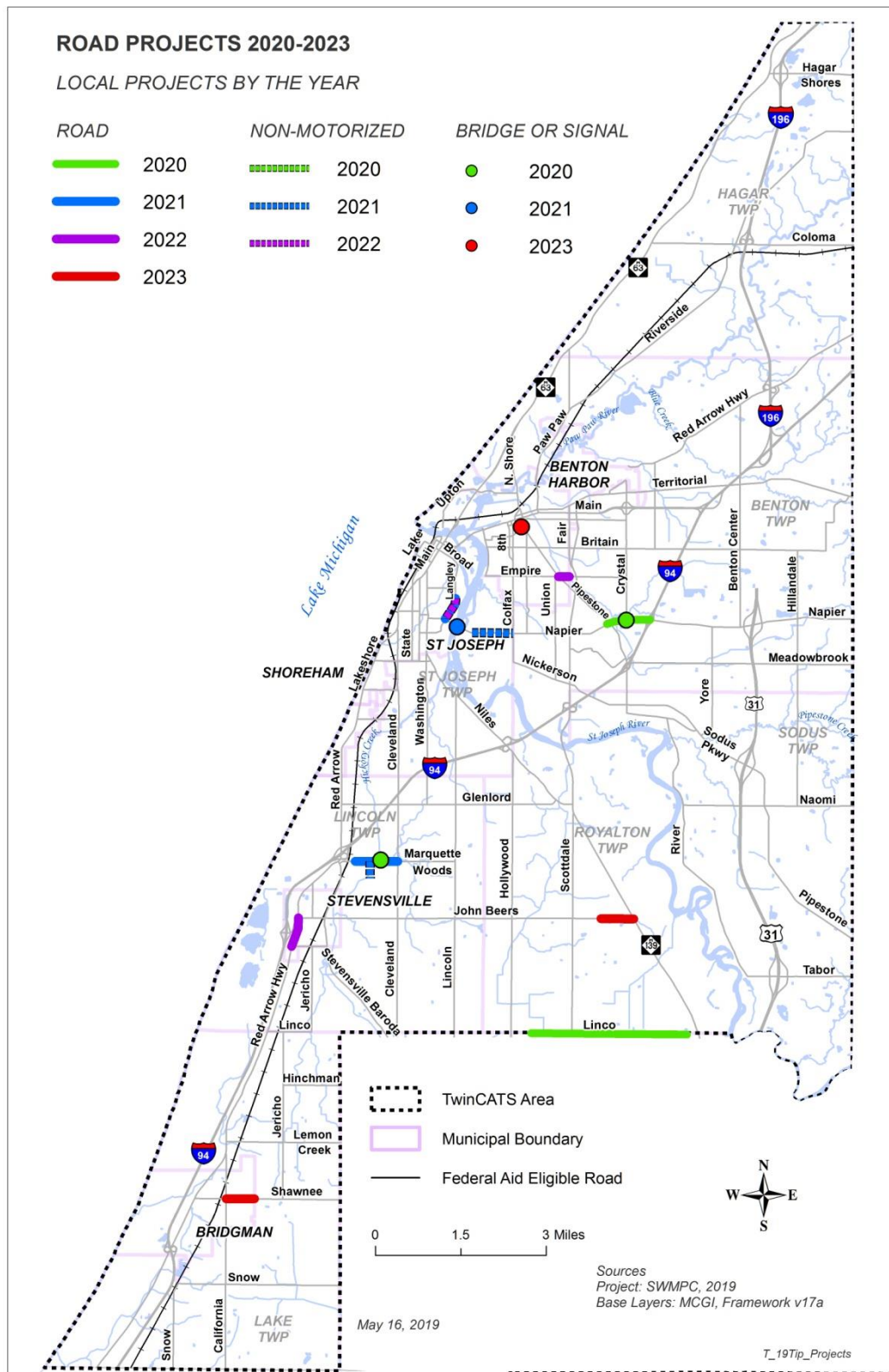
Projects included in the FY 2020-2023 TIP are shown in the following tables which are broken down by funding (source, amount, year), responsible agency, project name, location and limits. The following project tables and maps are included:

- Federally Funded Projects on Locally Maintained Roads Map
- STBG Funded Projects on Locally Maintained Roads – Table
- Other Federally Funded Projects on Locally Maintained Roads - Table
- Transit Projects
- MDOT Projects - Map
- MDOT Projects - Table
- 2020-2023 Fiscal Constraint Tables





## FEDERALLY FUNDED PROJECTS ON LOCALLY MAINTAINED ROADS





## STBG FUNDED PROJECTS ON LOCALLY MAINTAINED ROADS

FY 2020 STBG Funded Projects								
Job #	Agency	Project	Limits	Description	Federal	Local	AC	Total
130865	Berrien CRD Benton Township	Napier Avenue	I-94 to 4300 ft. West	Mill & Resurface	\$471,000	\$104,000		\$575,000
130787	Berrien CRD Lincoln Township	Marquette Woods Road	Bridge over Hickory Creek	Bridge Replacement	\$485,000	\$379,000		\$864,000
<b>Total Funds Programmed</b>					<b>\$956,000</b>	<b>\$483,000</b>		<b>1,439,000</b>
<b>Federal STBG Funds Allocated</b>					<b>\$956,000</b>			
Balance					\$0			

FY 2021 STBG Funded Projects								
Job #	Agency	Project	Limits	Description	Federal	Local	AC	Total
206268	Berrien CRD Lincoln Township	Marquette Woods Road	Roosevelt Rd. to Cleveland Ave.	Resurface & widen shoulders	\$325,000	\$95,000	\$50,000	\$470,000
206274	City of St. Joseph	Langley Avenue	Napier Ave. to Miller Dr.	Reconstruction	\$727,017	\$692,983		\$1,415,000
<b>Total Funds Programmed</b>					<b>\$1,047,017</b>	<b>\$860,000</b>	<b>\$50,000</b>	<b>\$1,935,000</b>
<b>Federal STBG Funds Allocated</b>					<b>\$1,047,017</b>			
Balance					\$0			

FY 2021 includes funds from the Highway Infrastructure Program (HIP)

Advance construct (AC) funds are local funds that are advanced to MDOT and repaid through federal funds in a future year. The advance construct conversion (ACC) are federal funds that are the repayment to the local agency.

## STBG FUNDED PROJECTS ON LOCALLY MAINTAINED ROADS

FY 2022 STBG Funded Projects								
Job #	Agency	Project	Limits	Description	Federal	Local	AC	Total
206272	City of Benton Harbor	Empire Avenue	Pipestone Rd. to East City Limits	Reconstruction	\$339,000	\$178,000	\$45,000	\$562,000
206276	Village of Stevensville	Red Arrow Highway	John Beers Rd. to 1,250 ft. south of Johnson Rd.	Mill & Resurface	\$656,000	\$146,375		\$802,375
<b>Total Funds Programmed</b>					<b>\$995,000</b>	<b>\$324,375</b>	<b>\$45,000</b>	<b>\$1,409,375</b>
<b>Federal STBG Funds Allocated</b>					<b>\$995,000</b>			
<b>Balance</b>					<b>\$0</b>			

FY 2023 STBG Funded Projects								
Job #	Agency	Project	Limits	Description	Federal	Local	AC	Total
202589	Berrien CRD Royalton Township	John Beers Road	Edison Rd. to M-139	Resurface & Widen Shoulders	\$224,000	\$56,000		\$280,000
200086	Berrien CRD Benton Township	Napier Avenue	Broadway Ave. to 3700 Ft. east of St. Joseph River	Mill & Resurface	\$256,000	\$64,000		\$320,000
202019	City of Bridgman	Lake Street	Church St. to Gast Rd.	Crush & Shape Resurfacing	\$440,000	\$111,000		\$551,000
206268	Berrien CRD Lincoln Township	Marquette Woods Road	Roosevelt Rd. to Cleveland Ave.	ACC for the Project from 2021	\$50,000			\$50,000
206272	City of Benton Harbor	Empire Avenue	Pipestone Rd. to East City Limits	ACC for the Project from 2022	\$45,000			\$45,000
<b>Total Funds Programmed</b>					<b>\$1,015,000</b>	<b>\$231,00</b>		<b>\$1,246,000</b>
<b>Federal STBG Funds Allocated</b>					<b>\$1,015,000</b>			
<b>Balance</b>					<b>\$0</b>			

Advance construct (AC) funds are local funds that are advanced to MDOT and repaid through federal funds in a future year. The advance construct conversion (ACC) are federal funds that are the repayment to the local agency.

## 2020-2023 OTHER FEDERAL FUNDED PROJECTS ON LOCALLY MAINTAINED ROADS

2020 Other Federal Funded Projects on Locally Maintained Roads								
Job #	Agency	Project	Limits/Location	Description	Source	Federal	Local	Total
202463	Berrien CRD Benton township	Napier Ave.	Napier Avenue at Crystal Avenue	Traffic Signal Replacement*	CMAQ	\$160,000	\$0	\$160,000
204649	Berrien CRD Lincoln Township	Roosevelt Path	South Roosevelt Road from Hidden Pines Trail to Marquette Woods	ACC for a non-motorized path funded in 2019	CMAQ	\$84,254		\$84,254
207218	Berrien CRD Royalton Township	Linco Road	Linco Road from east of Hollywood Road to west of Garr Road	Install Guardrail	HRRR	\$392,055	\$43,562	\$435,617

2021 Other Federal Funded Projects on Locally Maintained Roads								
Job #	Agency	Project	Limits/Location	Description	Source	Federal	Local	Total
204649	Berrien CRD Lincoln Township	Roosevelt Path	South Roosevelt Road from Hidden Pines Trail to Marquette Woods	ACC for a non-motorized path funded in 2019	CMAQ	\$189,604		\$189,604
207717	Berrien County Road Department	West Napier Avenue	Bridge on Napier Avenue over the St. Joseph River	Bridge Preventative Maintenance	BHT	\$734,000	\$734,000	\$1,468,000

2022 Other Federal Funded Projects on Locally Maintained Roads								
Job #	Agency	Project	Limits/Location	Description	Source	Federal	Local	Total
206525	City of St. Joseph	Langley Ave	Napier Avenue to Miller Street	Nonmotorized improvements	CMAQ	\$100,000	\$39,450	\$139,450
206506	Berrien CRD St. Joseph Township	W Napier Ave	Napier Avenue between Miami Road and Colfax Avenue	Construct a Pedestrian path/sidewalk	CMAQ	\$393,858	\$106,142	\$500,000

2022 Other Federal Funded Projects on Locally Maintained Roads								
Job #	Agency	Project	Limits/Location	Description	Source	Federal	Local	Total
206615	City of Benton Harbor	Pipestone St	Intersection of Pipestone Street & Market Street	Traffic Signal Replacement	CMAQ	\$218,517	\$74,998	\$293,515

## FY 2020 TRANSIT PROJECTS

Job #	Description	Federal	State	Local	Total
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5307 Funded Items						Fiscal Constraint	
207194	Operating Expenses	\$906,000	764,000	\$340,000	\$2,010,000	5307 Apportionment:	\$1,017,150
207199	Purchase 3 buses	\$223,200	\$55,800		\$278,800	Total 5307 Programmed:	\$1,129,000
						Carryover Funds used:	<b>\$57,849</b>
5339 Funded Items						Fiscal Constraint	
207207	Reconstruct floor drains	\$31,246	\$7,792		\$39,058	5339 Apportionment:	\$97,566
207207	Bus purchase	\$74,400	\$18,600		\$93,000	Total 5339 Programmed:	\$105,566
						Carryover Funds Used	<b>\$8,080</b>
5310 Funded Items						Fiscal Constraint	
203209	Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded:	\$60,000
						Total 5310 Programmed:	\$60,000
CMAQ Funded Items						Fiscal Constraint	
203912	Purchase 3 buses	\$210,000	\$52,500		\$262,500	CMAQ Funds Awarded :	\$210,000
						CMAQ Funds Programmed:	\$210,000
Projects with only CTF Funds						Fiscal Constraint	
203914	JARC		\$386,000		\$386,000	Amount Awarded for JARC:	\$386,000
						JARC Funds Programmed:	\$386,000

### Summary of Transit Funding in 2020

	Federal	State	Local	Total
Revenue in 2020	\$1,438,716	1,299,713	\$340,000	\$3,078,429
Carryover Funds	\$64,930			\$64,930
Total Available in 2020	\$1,504,646	1,299,713	\$340,000	\$3,144,359
Amount Programmed	\$1,504,646	1,299,713	\$340,000	\$3,144,359
Balance	\$0	\$0	\$0	\$0

## FY 2021 TRANSIT PROJECTS

Job #	Description	Federal	State	Local	Total
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5307 Funded Items						Fiscal Constraint
207212	Operating Expenses	\$966,645	\$804,253	\$345,000	\$2,115,898	5307 Apportionment: \$1,102,749 Total 5307 Programmed: \$1,011,445 Remaining Balance: \$91,304
207214	Upgrade lighting system	\$20,800	\$5,200		\$26,000	
207214	Building insulation	\$24,000	\$6,000		\$30,000	
5339 Funded Items						Fiscal Constraint
207216	Automated gate control system	\$26,000	\$6,500		\$32,500	5339 Apportionment: \$100,444 Total 5339 Programmed: \$100,400 Remaining Balance: \$44
207216	Purchase one bus	\$74,400	18,600		\$93,000	
5310 Funded Items						Fiscal Constraint
208005	Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded: \$60,000 Total 5310 Programmed: \$60,000
CMAQ Funded Items						Fiscal Constraint
206623	Purchase 4 natural gas buses	\$304,000	\$76,000		\$380,000	CMAQ Funds Awarded : \$304,000 CMAQ Funds Programmed: \$304,000
Projects with only CTF Funds						Fiscal Constraint
208008	JARC		\$386,000		\$386,000	Amount Awarded for JARC: \$386,000 JARC Funds Programmed: \$386,000

### Summary of Transit Funding in 2021

	Federal	State	Local	Total
Revenue in 2021	\$1,567,193	\$1,317,553	\$345,000	\$3,229,746
Amount Programmed	\$1,475,845	\$1,317,553	\$345,000	\$3,138,398
Balance	\$91,348	\$0	\$0	\$91,348

## FY 2022 TRANSIT PROJECTS

Job #	Description	Federal	State	Local	Total
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5307 Funded Items						Fiscal Constraint
207268	Operating Expenses	\$996,977	\$828,893	\$355,000	\$2,180,870	5307 Apportionment: \$1,135,280 Total 5307 Programmed: \$1,041,777 Remaining Balance: \$93,503
207274	Outside lighting upgrade	\$20,800	\$5,200		\$26,000	
207274	Building insulation	\$24,000	\$6,000		\$30,000	
5339 Funded Items						Fiscal Constraint
207266	Bikeshare and other "last mile" transit services	103,407	\$25,852		\$129,259	5339 Apportionment: \$103,407 Total 5339 Programmed: \$103,407 Remaining Balance: \$0
5310 Funded Items						Fiscal Constraint
208006	Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded: \$60,000 Total 5310 Programmed: \$60,000
CMAQ Funded Items						Fiscal Constraint
206629	Replace one bus	\$80,000	\$20,000		\$100,000	CMAQ Funds Awarded : \$80,000 CMAQ Funds Programmed: \$80,000
Projects with only CTF Funds						Fiscal Constraint
208026	JARC		\$386,000		\$386,000	Amount Awarded for JARC: \$386,000 JARC Funds Programmed: \$386,000

### Summary of Transit Funding in 2022

	Federal	State	Local	Total
Revenue in 2022	\$1,378,688	\$1,286,945	\$355,000	\$3,262,903
Amount Programmed	\$1,285,184	\$1,286,945	\$355,000	\$3,229,215
Balance	\$93,504	\$0	\$0	\$93,504



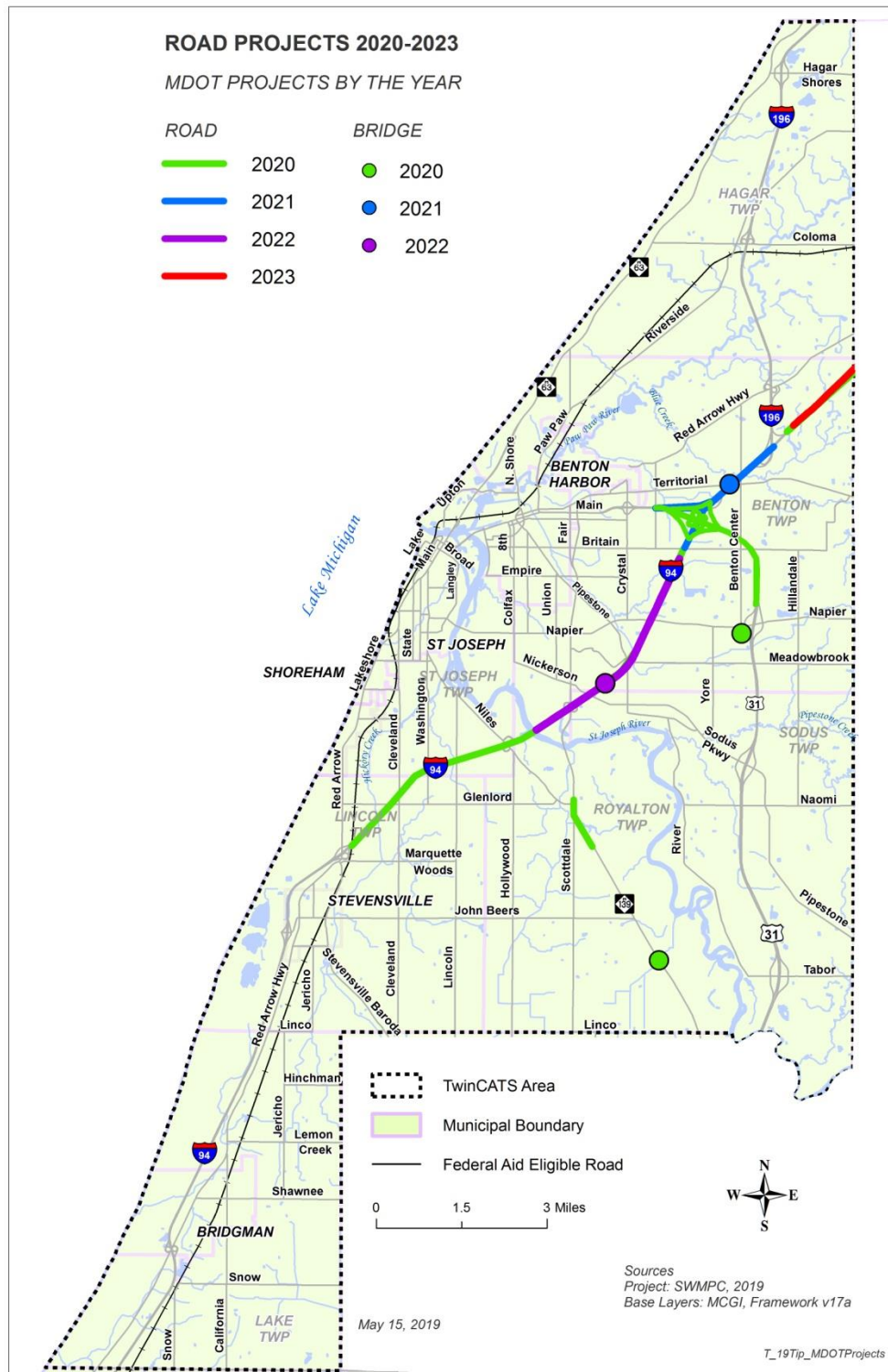
## FY 2023 TRANSIT PROJECTS

Job #	Description	Federal	State	Local	Total	
<b>5307 Funded Items</b>						<b>Fiscal Constraint</b>
207277	Operating Expenses	\$1,064,042	\$888,500	\$385,000	\$1,064,042	5307 Apportionment: \$1,168,771 Total 5307 Programmed: \$1,136,042 Remaining Balance: \$32,729
208004	Copier/Printer	\$28,000	\$7,000		\$35,000	
208004	Temporary storage building cover	\$20,000	\$5,000		\$25,000	
208004	Backup generator	\$24,000	\$6,000		\$90,000	
<b>5339 Funded Items</b>						<b>Fiscal Constraint</b>
207278	Reconstruct floor drains	\$32,058	\$8,015		\$40,073	5339 Apportionment: \$106,458 Total 5339 Programmed: \$106,458 Remaining Balance: \$0
207278	Replace one bus	\$74,400	\$18,600		\$93,000	
<b>5310 Funded Items</b>						<b>Fiscal Constraint</b>
208007	Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded: \$60,000 Total 5310 Programmed: \$60,000
<b>CMAQ Funded Items</b>						<b>Fiscal Constraint</b>
206632	Replace 2 buses	\$168,000	\$42,000		\$210,000	CMAQ Funds Awarded : \$168,000 CMAQ Funds Programmed: \$168,000
<b>Projects with only CTF Funds</b>						<b>Fiscal Constraint</b>
206641	JARC		\$386,000		\$386,000	Amount Awarded for JARC: \$386,000 JARC Funds Programmed: \$386,000

### Summary of Transit Funding in 2023

	Federal	State	Local	Total
Revenue in 2023	\$1,503,229	\$1,374,915	\$385,000	\$3,263,144
Amount Programmed	\$1,470,500	\$1,374,915	\$385,000	\$3,230,415
Balance	\$32,729	\$0	\$0	\$32,729

# MDOT FEDERALLY FUNDED PROJECTS



## FY 2020 MDOT PROJECTS

Job #	Project Name	Limits	Improvement Type	Source	Phase	Federal	State	Total
<b>130008</b>	I-94 E	Britain Avenue to I-196	Reconstruction of I-94 and partial interchange.	IM	CON	\$66,859,875	\$7,428,875	\$74,288,750
<b>200366</b>	M-60 E	4 Signals in Berrien County	Traffic Signal - connected vehicle installations.	STG	CON	\$856,160	\$0	\$856,160
<b>203692</b>	I-94BL	I-94 to Glenlord Road	Mill and One Course Overlay	NH	CON	\$434,439	\$96,336	\$530,775
<b>203693</b>	I-94BL	St. Joseph River to Fair Avenue	Single Course Micro-Surfacing	NH, HIPS	CON	\$296,733	\$65,800	\$362,533
<b>203698</b>	M-139	Various	Overband Crack Fill	ST	CON	\$64,452	\$14,148	\$78,600
<b>204423</b>	Various	Signing Update, Signing Updates	Cantilever Replacements	STG	CON	\$230,000	\$0	\$230,000
<b>205792</b>	US-31	North of Napier Avenue (Exit 24) to I-94	Construct New Section of US-31 to connect to I-94	BUIL, NH	CON	\$25,056,691	\$14,302,582	\$39,359,273
<b>206546</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$500	\$56	\$556
<b>206546</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$181,818	\$20,202	\$202,020
<b>206547</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$500	\$56	\$556
<b>206547</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$44,955	\$4,995	\$49,950
<b>206006</b>	Pavement Markings Retro Readings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$1,199	\$133	\$1,332

<b>Total MDOT Spending</b>	<b>\$94,026,123</b>	<b>\$21,933,050</b>	<b>\$115,959,173</b>
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## FY 2021 MDOT PROJECTS

Job #	Project Name	Limits	Improvement Type	Source	Phase	Federal	State	Total
<b>205077</b>	I-94	I-94 west of Van Buren County	Intelligent Transportation Systems	NH	CON	\$356,624	\$78,283	\$434,907
<b>207293</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$999	\$111	\$1,110
<b>207293</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$207,792	\$23,088	\$230,880
<b>207295</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$999	\$111	\$1,110
<b>207295</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$35,964	\$3,996	\$39,960
<b>207313</b>	Pavement Markings Retroreflectivity Readings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$1,099	\$122	\$1,221

<b>Total MDOT Spending</b>	<b>\$603,477</b>	<b>\$105,711</b>	<b>\$709,188</b>
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## FY 2022 MDOT PROJECTS

Job #	Project Name	Limits	Improvement Type	Source	Phase	Federal	State	Total
<b>131843</b>	I-94	St. Joseph River to Britain Avenue.	Road - Rehabilitation and Reconstruction	IM	CON	\$43,015,666	\$4,779,518	\$47,795,184
<b>132664</b>	I-94 WB	Pipestone Road (Exit 29)	Freeway Operations	CM	CON	\$1,473,300	\$326,700	\$1,800,000
<b>132824</b>	I-94 EB	I-94 BL (Exit 23) to the St. Joseph River	Road - Rehabilitation and Reconstruction	IM	ROW	\$22,500	\$2,500	\$25,000
<b>200684</b>	M-139	Over Buckhorn Creek, north of Rocky Weed Rd.	Road - Rehabilitation and Reconstruction	NH	CON	\$1,072,502	\$237,825	\$1,310,327
<b>200693</b>	E Kilgore Rd	M-139 at Pipestone Rd. I-94 BL (MAIN) @ M 139 (FAIR)	Traffic & Safety - Safety Programs	HSIP	CON	\$55,286	\$6,143	\$61,429
<b>201978</b>	US-31	Exit 24, SW quadrant of interchange.	Carpool Parking Lot Program	ST	CON	\$36,833	\$8,168	\$45,001
<b>207433</b>	I-94 E	I-94, I-196	Intelligent Transportation Systems	NH	PE	\$6,775	\$1,487	\$8,262
<b>207328</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$999	\$111	\$1,110
<b>207328</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$212,787	\$23,643	\$236,430
<b>207329</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$999	\$111	\$1,110
<b>207329</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$45,954	\$5,106	\$51,060
<b>207341</b>	Pavement Markings Retroreflectivity Readings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$1,099	\$122	\$1,221

<b>Total MDOT Spending:</b>	<b>\$45,944,700</b>	<b>\$5,391,434</b>	<b>\$51,336,134</b>
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## FY 2023 MDOT PROJECTS

Job #	Project Name	Limits	Improvement Type	Source	Phase	Federal	State	Total
<b>128907</b>	I-94 WB	I-196 to 0.7 miles west of M-140	Road - Rehabilitation and Reconstruction	IM	CON	\$15,750,000	\$1,750,000	\$17,500,000
<b>207433</b>	I-94 E	I-94, I-196 Existing DMS	Intelligent Transportation Systems	NH	CON	\$32,944	\$7,232	\$40,176
<b>207365</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$999	\$111	\$1,110
<b>207365</b>	Longitudinal Pavement Marking	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$212,787	\$23,643	\$236,430
<b>207367</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	PE	\$999	\$111	\$1,110
<b>207367</b>	Special Pavement Markings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$55,944	\$6,216	\$62,160
<b>207378</b>	Pavement Markings Retroreflectivity Readings	All of TwinCATS	Traffic & Safety - Pavement Markings	HSIP	CON	\$1,099	\$122	\$1,221

**Total MDOT Spending:   \$16,054,772   \$1,787,435   \$17,842,207**



## DEMONSTRATION OF FISCAL CONSTRAINT FOR FY 2020

Federal Fund Source	Total Revenue	Federal Revenue	Federal Programed	State Programed	Local Programed	Total Programed	Balance
<b>Funds to Local Road Agencies</b>							
STBG-Urban	\$1,439,000	\$956,000	\$956,000	\$0	\$483,000	\$1,439,000	\$0
CMAQ	\$244,254	\$244,254	\$244,254	\$0	\$0	\$244,254	\$0
HRRR	\$435,617	\$392,055	\$392,055	\$0	\$43,562	\$435,617	\$0
<b>Total for Local Roads</b>	<b>\$2,118,871</b>	<b>\$1,592,309</b>	<b>\$1,592,309</b>	<b>\$0</b>	<b>\$526,562</b>	<b>\$2,118,871</b>	<b>\$0</b>
<b>Funds to MDOT</b>							
IM	\$74,288,750	\$66,859,875	\$66,859,875	\$7,428,875	\$0	\$74,288,750	\$0
NH	\$530,775	\$434,439	\$434,439	\$96,336	\$0	\$530,775	\$0
STBG	\$1,164,760	\$1,150,612	\$1,150,612	\$14,148	\$0	\$1,164,760	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$254,414	\$228,972	\$228,972	\$25,442	\$0	\$254,414	\$0
BUILD, NH*	\$39,359,273	\$25,056,691	\$25,056,691	\$14,302,582	\$0	\$39,359,273	\$0
<b>Total for MDOT</b>	<b>\$115,597,972</b>	<b>\$93,730,589</b>	<b>\$93,730,589</b>	<b>\$21,867,383</b>	<b>\$0</b>	<b>\$115,597,972</b>	<b>\$0</b>
<b>Total for all roads</b>	<b>\$117,716,843</b>	<b>\$95,322,898</b>	<b>\$95,322,898</b>	<b>\$21,867,383</b>	<b>\$526,562</b>	<b>\$117,716,843</b>	<b>\$0</b>
<b>Funds to Transit Agencies</b>							
5307**	\$2,288,800	\$1,129,000	\$1,129,000	\$819,800	\$340,000	\$2,288,800	\$0
5339**	\$132,058	\$105,646	\$105,646	\$26,412	\$0	\$132,058	\$0
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000	\$0
CMAQ	\$262,500	\$210,000	\$210,000	\$52,500	\$0	\$262,500	\$0
CTF only	\$386,000	\$0	\$0	\$386,000	\$0	\$386,000	\$0
<b>Total for Transit</b>	<b>\$3,144,358</b>	<b>\$1,504,646</b>	<b>\$1,504,646</b>	<b>\$1,299,712</b>	<b>\$340,000</b>	<b>\$3,144,358</b>	<b>\$0</b>
<b>Grand Total</b>	<b>\$120,861,201</b>	<b>\$96,827,544</b>	<b>\$96,827,544</b>	<b>\$23,167,095</b>	<b>\$866,562</b>	<b>\$120,861,201</b>	<b>\$0</b>

\*The BUILD & NH is a combination of funding sources under the New Roads category. This is using National Highway funds and the BUILD Grant to fund the US-31 completion

\*\*The 5307 and 5339 Revenue includes carryover funds.

## DEMONSTRATION OF FISCAL CONSTRAINT FOR FY 2021

Federal Fund Source	Total Revenue	Federal Revenue	Federal Programed	State Programed	Local Programed	Total Programed	Balance
<b>Funds to Local Road Agencies</b>							
STBG-Urban	\$1,835,000	\$1,047,017	\$1,047,017	\$0	\$787,983	\$1,835,000	\$0
CMAQ	\$189,604	\$189,604	\$189,604	\$0	\$0	\$189,604	\$0
BHT	\$1,468,000	\$1,468,000	\$734,000	\$734,000	\$0	\$734,000	\$1,468,000
<b>Total for Local Roads</b>	<b>\$4,042,604</b>	<b>\$3,492,604</b>	<b>\$1,970,621</b>	<b>\$1,970,621</b>	<b>\$0</b>	<b>\$1,521,983</b>	<b>\$3,492,604</b>
<b>Funds to MDOT</b>							
NH	\$434,907	\$356,624	\$356,624	\$78,283	\$0	\$434,907	\$0
HSIP	\$274,281	\$246,853	\$246,853	\$27,428	\$0	\$274,281	\$0
<b>Total for MDOT</b>	<b>\$709,188</b>	<b>\$603,477</b>	<b>\$603,477</b>	<b>\$105,711</b>	<b>\$0</b>	<b>\$709,188</b>	<b>\$0</b>
<b>Total for All Roads</b>	<b>\$4,201,792</b>	<b>\$2,574,098</b>	<b>\$2,574,098</b>	<b>\$105,711</b>	<b>\$1,521,983</b>	<b>\$4,201,792</b>	<b>\$0</b>
<b>Funds to Transit Agencies</b>							
5307	\$2,171,898	\$1,011,445	\$1,011,445	\$815,453	\$345,000	\$2,171,898	\$0
5339	\$125,500	\$100,400	\$100,400	\$25,100	\$0	\$125,500	\$0
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000	\$0
CMAQ	\$380,000	\$304,000	\$304,000	\$76,000	\$0	\$380,000	\$0
CTF only	\$386,000	\$0	\$0	\$386,000	\$0	\$386,000	\$0
<b>Total for Transit</b>	<b>\$3,138,398</b>	<b>\$1,475,845</b>	<b>\$1,475,845</b>	<b>\$1,317,553</b>	<b>\$345,000</b>	<b>\$3,138,398</b>	<b>\$0</b>
<b>Grand Total</b>	<b>\$7,340,190</b>	<b>\$4,049,943</b>	<b>\$4,049,943</b>	<b>\$1,423,264</b>	<b>\$1,866,983</b>	<b>\$7,340,190</b>	<b>\$0</b>

## DEMONSTRATION OF FISCAL CONSTRAINT FOR FY 2022

Federal Fund Source	Total Revenue	Federal Revenue	Federal Programed	State Programed	Local Programed	Total Programed	Balance
<b>Funds to Local Road Agencies</b>							
STBG-Urban	\$1,319,375	\$995,000	\$995,000	\$0	\$324,375	\$1,319,375	\$0
CMAQ	\$639,450	\$493,858	\$493,858	\$0	\$145,592	\$639,450	\$0
<b>Total for Local Roads</b>	<b>\$1,958,825</b>	<b>\$1,488,858</b>	<b>\$1,488,858</b>	<b>\$0</b>	<b>\$469,967</b>	<b>\$1,958,825</b>	<b>\$0</b>
<b>Funds to MDOT</b>							
IM	\$47,820,184	\$43,038,166	\$43,038,166	\$4,782,018	\$0	\$47,820,184	\$0
NH	\$1,318,589	\$1,079,277	\$1,079,277	\$239,312	\$0	\$1,318,589	\$0
ST	\$45,001	\$36,833	\$36,833	\$8,168	\$0	\$45,001	\$0
CMAQ	\$1,800,000	\$1,473,300	\$1,473,300	\$326,700	\$0	\$1,800,000	\$0
HSIP	\$352,360	\$317,124	\$317,124	\$35,236	\$0	\$352,360	\$0
<b>Total for MDOT</b>	<b>\$51,336,134</b>	<b>\$45,944,700</b>	<b>\$45,944,700</b>	<b>\$5,391,434</b>	<b>\$0</b>	<b>\$51,336,134</b>	<b>\$0</b>
<b>Total for All Roads</b>	<b>\$53,294,959</b>	<b>\$47,433,558</b>	<b>\$47,433,558</b>	<b>\$5,391,434</b>	<b>\$469,967</b>	<b>\$53,294,959</b>	<b>\$0</b>
<b>Funds to Transit Agencies</b>							
5307	\$2,236,870	\$1,041,777	\$1,041,777	\$840,093	\$355,000	\$2,236,870	\$0
5339	\$129,259	\$103,407	\$103,407	\$25,852	\$0	\$129,259	\$0
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000	\$0
CMAQ	\$100,000	\$80,000	\$80,000	\$20,000	\$0	\$100,000	\$0
CTF only	\$386,000	\$0	\$0	\$386,000	\$0	\$386,000	\$0
<b>Total for Transit</b>	<b>\$2,927,129</b>	<b>\$1,285,184</b>	<b>\$1,285,184</b>	<b>\$1,286,945</b>	<b>\$355,000</b>	<b>\$2,927,129</b>	<b>\$0</b>
<b>Grand Total</b>	<b>\$56,222,088</b>	<b>\$48,718,742</b>	<b>\$48,718,742</b>	<b>\$6,678,379</b>	<b>\$824,967</b>	<b>\$56,222,088</b>	<b>\$0</b>

### Demonstration of Fiscal Constraint for FY 2023

Federal Fund Source	Total Revenue	Federal Revenue	Federal Programed	State Programed	Local Programed	Total Programed	Balance
<b>Funds to Local Road Agencies</b>							
STBG-Urban	\$1,246,000	\$1,015,000	\$1,015,000	\$0	\$231,000	\$1,246,000	\$0
CMAQ	\$293,515	\$218,517	\$218,517	\$0	\$74,998	\$293,515	\$0
<b>Total for Local Roads</b>	<b>\$1,539,515</b>	<b>\$1,233,517</b>	<b>\$1,233,517</b>	<b>\$0</b>	<b>\$305,998</b>	<b>\$1,539,515</b>	<b>\$0</b>
<b>Funds to MDOT</b>							
IM	\$17,500,000	\$15,750,000	\$15,750,000	\$1,750,000	\$0	\$17,500,000	\$0
NH	\$40,176	\$32,944	\$32,944	\$7,232	\$0	\$40,176	\$0
HSIP	\$302,031	\$271,828	\$271,828	\$30,203	\$0	\$302,031	\$0
<b>Total for MDOT</b>	<b>\$17,842,207</b>	<b>\$16,054,772</b>	<b>\$16,054,772</b>	<b>\$1,787,435</b>	<b>\$0</b>	<b>\$17,842,207</b>	<b>\$0</b>
<b>Total for All Roads</b>	<b>\$19,381,722</b>	<b>\$17,288,289</b>	<b>\$17,288,289</b>	<b>\$1,787,435</b>	<b>\$305,998</b>	<b>\$19,381,722</b>	<b>\$0</b>
<b>Funds to Transit Agencies</b>							
5307	\$2,426,342	\$1,136,042	\$1,136,042	\$905,300	\$385,000	\$2,426,342	\$0
5339	\$133,073	\$106,458	\$106,458	\$26,615	\$0	\$133,073	\$0
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000	\$0
CMAQ	\$210,000	\$168,000	\$168,000	\$42,000	\$0	\$210,000	\$0
CTF only	\$386,000	\$0	\$0	\$386,000	\$0	\$386,000	\$0
<b>Total for Transit</b>	<b>\$3,230,415</b>	<b>\$1,470,500</b>	<b>\$1,470,500</b>	<b>\$1,374,915</b>	<b>\$385,000</b>	<b>\$3,230,415</b>	<b>\$0</b>
<b>Grand Total</b>	<b>\$22,612,137</b>	<b>\$18,758,789</b>	<b>\$18,758,789</b>	<b>\$3,162,350</b>	<b>\$690,998</b>	<b>\$22,612,137</b>	<b>\$0</b>

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# ENVIRONMENTAL JUSTICE

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

In April 1997, the U.S. Department of Transportation (DOT) issued the DOT order on environmental justice to address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2). This recognizes that transportation projects may bring new benefits in terms of greater connectivity to destinations and faster, safer travel. At the same time, these projects can also bring new concerns of increased noise, air pollution, or impediments during the construction processes. The order generally describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities. The order contains three fundamental concepts of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

SWMPC staff has undertaken a variety of actions to ensure that the needs of low-income and minority populations are recognized and addressed. The primary method is through involvement with the public, community groups, and other stakeholders. The SWMPC public participation plans lays out goals and strategies for gaining greater input from all groups, including low-income and minority populations, which have historically been excluded from important decisions. These individuals and groups are invited to participate in meetings and other involvement activities to voice their opinions and offer their input. TwinCATS also conducted an analysis of the investments in the 2020-2023 TIP to ensure that EJ principles were met using the following methodology:

## METHODOLOGY:

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

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

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

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

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

Characteristic	Analysis level	Geographic Level	Data Source	Statewide average
Minority Population	Individual	Census Block	2010 Census	21.1%
Low-Income	Household	Census Block Group	2016 American Community Survey	15%

The maps on the following pages identify the EJ areas defined as having either a minority population or low-income households higher than the statewide average. These areas are mapped in relation to the FY-2020-2023 proposed TIP projects in order to provide a visual analysis of potential impact.



## LOCAL PROJECTS BY THE YEAR



## ROAD PROJECTS 2020-2023

### MDOT PROJECTS BY THE YEAR

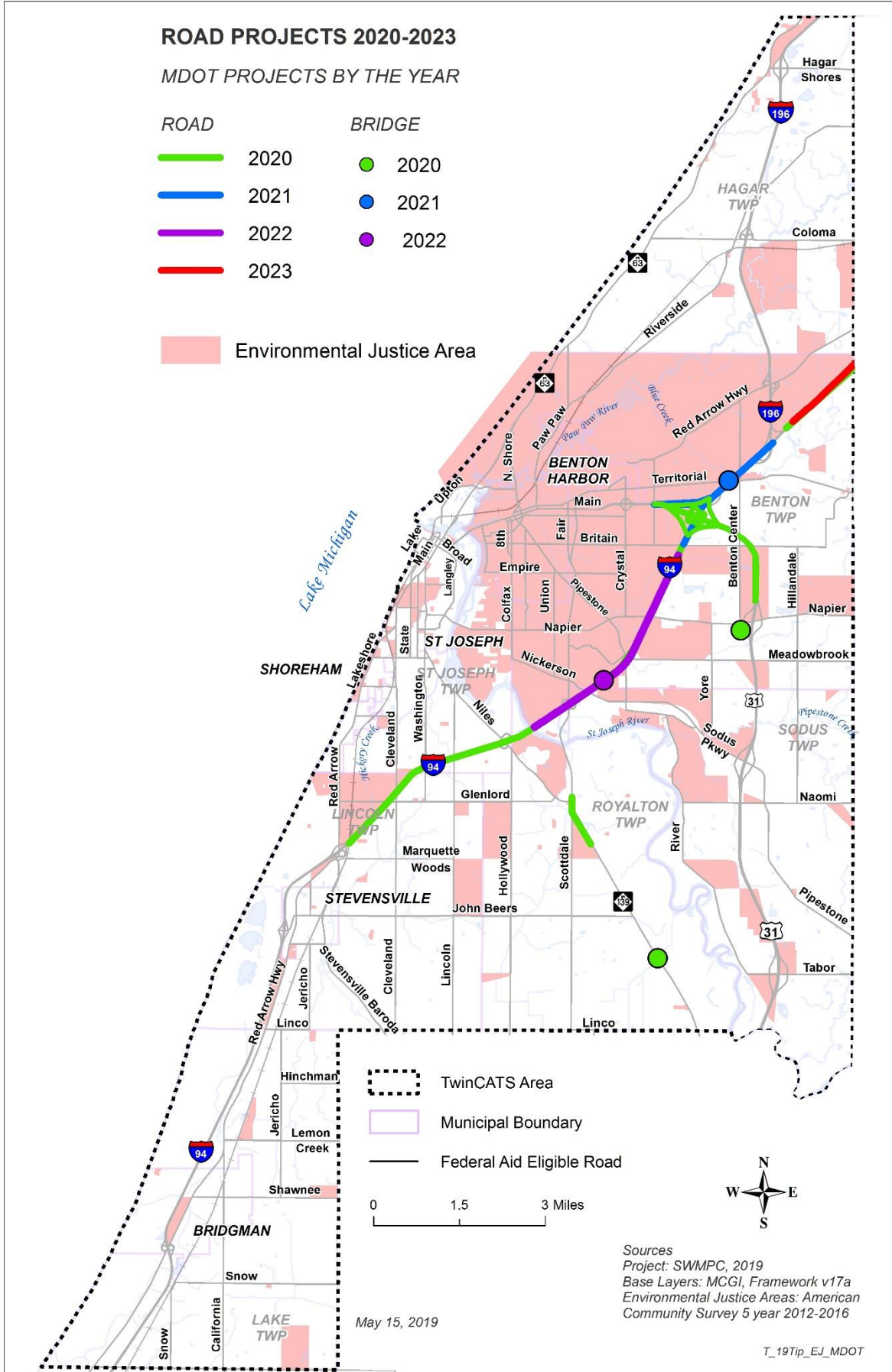
#### ROAD



#### BRIDGE



Environmental Justice Area



Sources  
Project: SWMPC, 2019  
Base Layers: MCGI, Framework v17a  
Environmental Justice Areas: American  
Community Survey 5 year 2012-2016

May 15, 2019

T\_19Tip\_EJ\_MDOT

## ANALYSIS AND RESULTS

For the EJ analysis, 26 road and non-motorized projects were evaluated (MDOT & Local); this excludes transit, region wide safety, and pavement marking projects. Of these projects, 17 are with one quarter mile of an identified EJ area. Only the US-31 extension will add capacity. All the other projects are reconstruction, rehabilitation, maintenance, or non-motorized improvements. These preservation projects will not cause any health or environmental impacts to the surrounding area. Because the US-31 extension is a capacity project, there is greater potential for harm. Air quality analysis was conducted to show the effect of extending US-31, and has shown the project will not significantly worsen emissions. All property needed for US-31 has been acquired by MDOT, and no one will be displaced by the construction of this roadway. Furthermore, MDOT has conducted significant outreach to ensure that any concerns from residents, including minority & low-income populations are addressed. Therefore, **we can conclude that no EJ populations will be harmed by any projects in this TIP.**

The other component of Environmental Justice is to ensure equitable distribution of projects and funding. To do this SWMPC staff compared the total population to the population living in an impact area, defined as ¼ mile around a project. The following table on the following page shows the summary of the minority populations and households below poverty in the TwinCATS Area. It also shows the populations of each group located within the impact area of a project. To estimate the population within an impact area the ratio of impact area to total block/block group area was used. If a project's impact area covered half a block group, then 50% of that block group's population is counted as being within an impact area.

The percent of a population within an impact area shows each group as a percent of the entire affected population. For example, there are an estimated 10,980 people living in an impact area. Out of these 7,431 or 67.7% are white. A slightly different analysis is the percent concentration per category within an impact area. This shows what percent of each group lives in an impact area. For example of the 48,981 total white population in the TwinCATS area, 7,431 or 15.2% live within an impact area. For this analysis, the percentages are compared to each other to see if any one group is largely over or under concentrated in an impact area.

	TwinCATS Population	TwinCATS Percent	Estimated Population within Impact Area	Percent in Impact Area	Percent Concentration
Total Population	73,503	100%	10,980		14.9%
White	48,981	66.6%	7,431	67.7%	15.2%
Hispanic	2,608	3.5%	385	3.5%	14.8%
African American	19,032	25.9%	2,758	25.1%	14.5%
American Indian	259	0.4%	45	0.4%	17.2%
Asian	1,191	1.6%	163	1.5%	13.7%
Hawaiian	16	0.0%	2	0.0%	11.0%
Other Minority	65	0.1%	10	0.1%	15.2%
Two Or More Races	1,253	1.7%	187	1.7%	14.9%
Total Minority	24,522	33.4%	3,549	32.3%	14.5%

	TwinCATS Households	TwinCATS Percent	Estimated Households within Impact Area	Percent in Impact Area	Percent Concentration
Total Households	29,941	100%	4648		15.5%
Households in Poverty	4,990	16.7%	907	19.5%	18.2%

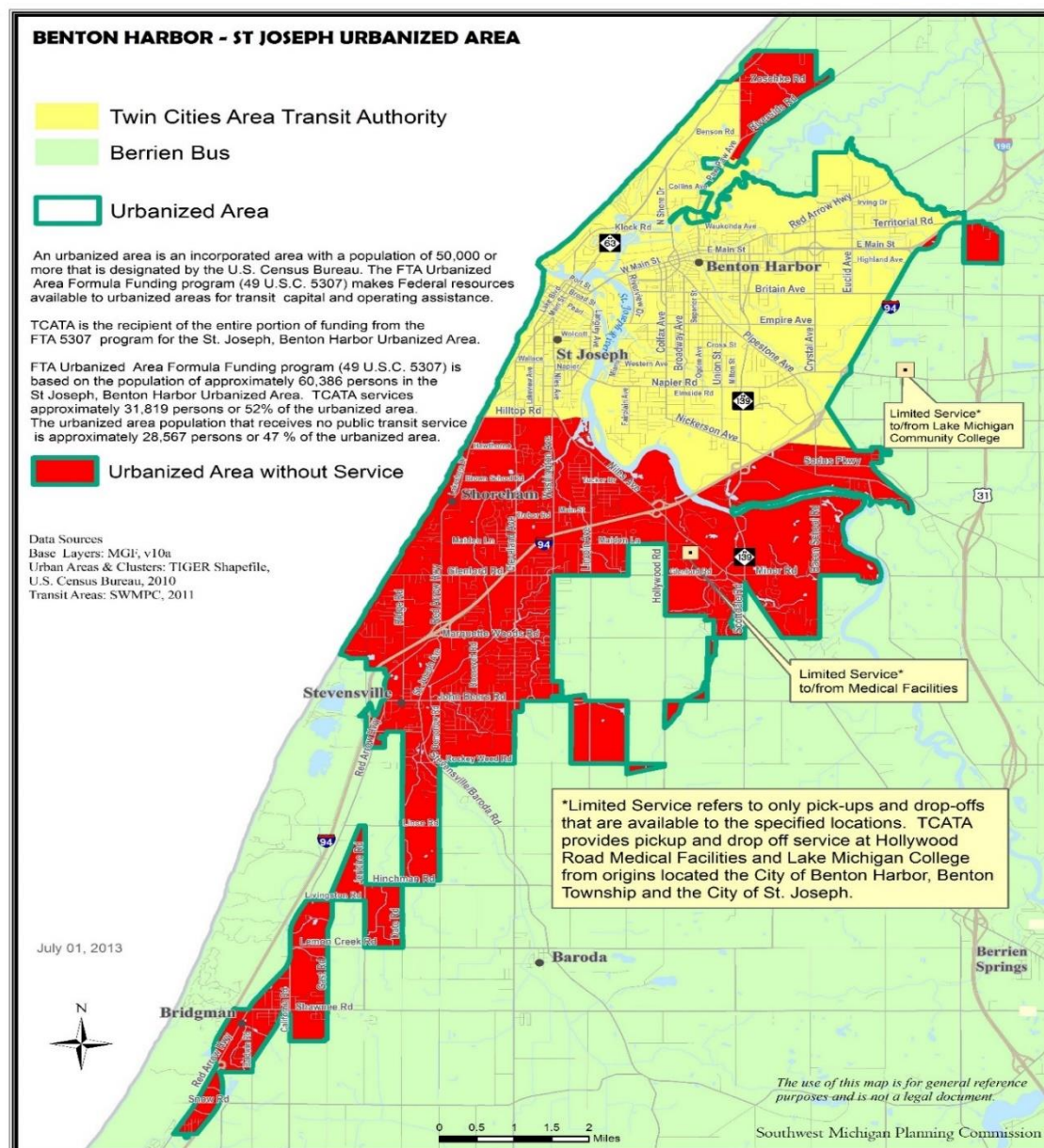
For each minority group, the percentage within the Impact Area is roughly equal the percentage in the whole TwinCATS area. This shows that the minorities' needs are being taken into consideration with respect to future transportation improvements. The same is true for low-income population. The 19.5% of low-income (below-poverty-level) households that are within the impact area is similar to the overall percentage in the whole TwinCATS area (16.7%).

The percent concentration shows that similar percentages of minority groups and low-income population are represented within impact areas. Accordingly, it is concluded that transportation system investments in this TIP are affecting all involved in a similar manner. There we can state that the 2020-2023 TIP **projects do not disproportionately burden nor fail to meet the needs of any segment of the population.**



In addition to the road projects, TwinCATS tries to ensure that all residents are benefiting from federal transportation investments even if they do not drive. The Twin Cities Area Transportation Authority (TCATA) serves approximately 52 percent of the urbanized area, which is home to the largest percentage of low income and minority populations within TwinCATS planning area. The remaining 48 percent of the population within the urbanized area does not receive public transit service. The map below provides additional details on the TCATA service area.

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

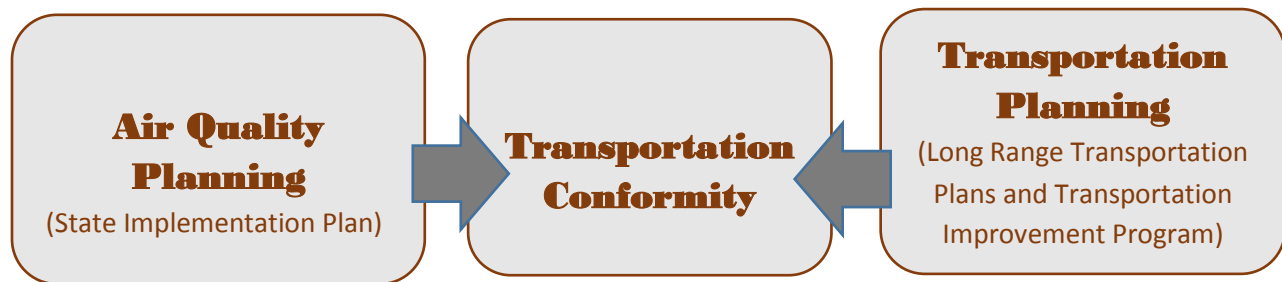


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# AIR QUALITY CONFORMITY

## OVERVIEW

The Clean Air Act (CAA), enacted in 1970, was established to improve the air, protect public health, and protect the environment. The CAA has been amended over the years, with the significant rules governing transportation conformity added in 1990. The act requires the U.S. Environmental Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically. There are six NAAQS pollutants: ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM<sub>10</sub>) and less than 2.5 micrometer in diameter (PM<sub>2.5</sub>).



Transportation conformity ensures that federal funding and approval only goes to those transportation activities that are consistent with air quality goals. Transportation officials must be involved in the air quality planning process to ensure that emissions inventories, emissions budgets, and transportation control measures (TCMs) are appropriate and consistent with the transportation vision of a region. If transportation conformity cannot be determined, projects and programs cannot be approved. Transportation activities that are subject to conformity include all projects listed in the Long range Plan or TIP that receive FHWA or FTA funding or approval. Any project, regardless of 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

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

In addition to emissions that are directly emitted, regulations 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 <sub>2</sub>
Ozone		X	X		
Particulate Matter 2.5	X	X	X		
Particulate Matter 10	X	X	X	X	X
Nitrogen Dioxide		X			
Carbon Monoxide	X				

## ANALYTICAL PROCESS

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) uses monitors throughout the state to measure pollutant levels and then determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either: attainment (under the standard), nonattainment (area has more pollutant than allowed), unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; the conformity requirements are the same as for an attainment area), or maintenance (an area was nonattainment, but is now under the standard and has been for a determined time). Transportation conformity is required for areas designated nonattainment or maintenance. In 2018, Berrien County was classified as nonattainment for ozone under the EPA's 2015 ozone standard. Berrien County also remains a maintenance area for the 1997 ozone standard. Because TwinCATS is within the Berrien County nonattainment area and 1997 maintenance area, a conformity analysis is required to be conducted.

## FINDINGS

An air conformity analysis was conducted by MDOT using the travel demand model developed for the TwinCATS 2045 Long Range Plan. MDOT then ran the Environmental Protection Agency's Motor Vehicle Emission Simulator (MOVES) on the travel demand outputs. The findings concluded that Berrien County was below its SIP budget and is expected to remain below the budget through 2045. The findings contained in the *Air Quality Conformity Analysis For the Berrien County, MI Nonattainment Area*, published on January 14, 2019 can be found at [https://www.swmpc.org/air\\_quality.asp](https://www.swmpc.org/air_quality.asp)

time a Long Range Plan, TIP, or new Project is added or amended an interagency working group, (IAWG) must determine if a new conformity analysis is required. On March 27, 2019, the IAWG for Berrien County met to review the FY 2020-2023 TIP projects for air conformity. Only projects that change capacity have the potential to increase or decrease emissions. Therefore reconstruction and rehabilitation projects are classified as exempt for air quality analysis. The only capacity project in the 2020-2023 TIP is the US-31 extension, which was already modeled in the current Air Quality Conformity Analysis. Therefore, the IAWG upheld the finding and determination of the current Air Quality Analysis and determined that a new conformity analysis and determination is not required. The summary of the March 27, 2019 IAWG meeting can be found in Appendix I



Every

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# PUBLIC PARTICIPATION

In addition to the input from TwinCATS Technical and Policy Committee the Southwest Michigan Planning Commission (SWMPC) meets the federal transportation legislation of MAP 21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST (Fixing America's Surface transportation Act by explicitly setting forth a Public Participation Plan (PPP) that includes elements in the transportation planning process. The SWMPC values public participation because the transportation system is significant to everyone and has far-reaching, long-term impacts in communities and the region as a whole. The most recently developed PPP was adopted by TwinCATS on June 19, 2017 and the SWMPC Board on July 18, 2017

The PPP is a comprehensive guidance document, which in its implementation ensures that public participation will always be a major component of the SWMPC planning process. The document is available to the public through the SWMPC website where it may be viewed and downloaded, and upon request at the SWMPC office. Opportunity for public participation in the development of the 2020-2023 TIP was in accordance with the SWMPC Public participation Plan.

## ENGAGING THE PUBLIC

This section is currently under development to reflect the most recent public participation and outreach efforts for the 2020-2023 TIP. A brief overview of activities is below. Supporting documents and public comments can be found in Appendix J.

- Developed new webpage for 2020-2023 TIP with news and announcements to feature efforts such as:
  - Call for projects
  - Project selection criteria
  - Evaluation of each project and score
  - Proposed and selected projects
  - Air quality conformity
  - Opportunity for public comment
- Interactive maps featuring proposed and selected projects.
- Press releases- print news articles/radio interviews
- Emails to interested parties
- Legal notices in newspaper
- 3 public meetings

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

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

# APPENDIX

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## APPENDIX A | GLOSSARY OF TERMS

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

**Amendment:** A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for long range transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104.]

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

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

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

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

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

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

**Financially Constrained or Fiscal Constraint:** The metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and

STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed."

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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## APPENDIX B | TWINCATS POLICY & TECHNICAL ADVISORY COMMITTEE

TwinCATS has two committees, the Technical Advisory Committee (TAC) and the Policy Committee. The purpose of the Technical Advisory Committee is to provide technical advice to the Policy Committee. The purpose of the Policy Committee is to provide policy level guidance, direction and necessary approvals to all aspects of the continuing, comprehensive and cooperative transportation planning process carried out by the lead planning organization responsible for coordinating the transportation planning process in the Benton Harbor-St. Joseph Urban Area as it relates to TwinCATS. Deliberations, findings and approvals of the Policy Committee shall be made after due consideration of the recommendations of the TwinCATS Technical Advisory Committee.

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

### ***Policy Committee Members***

#### **Officers**

**Chair:** Richard Stauffer, Lincoln Charter Township

**Vice-Chair:** Chris Cook, City of Benton Harbor

#### **Jurisdictions**

**City of Benton Harbor,** Darwin Watson, Chris Cook\*\*

**Benton Charter Township,** Carolyn Fowler

**City of Bridgman,** Juan Ganum

**Village of Grand Beach,** Vacant

**Hagar Township,** Vacant

**Lake Charter Township,** Gloria Payne

**Lincoln Charter Township,** Richard Stauffer

**Village of Michiana,** Vacant

**Royalton Township,** Steve Tilly

**Village of Shoreham,** Robert Lawrence

**City of St. Joseph,** John Hodgson

**Sodus Township,** David Chandler

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

**Village of Stevensville,** Chris Cook

#### **Counties**

**Berrien County Board of Commissioners,** Bill Chickering

**Berrien County Planning Commission,** Eric Lester

#### **Public Transit**

**Twin Cities Area Transportation Authority,** TJ Taylor Bill Purvis\*\*

#### **Agencies**

**Cornerstone Alliance,** Sue Wyman

**MDOT Coloma TSC,** Jonathon Smith

**MDOT Southwest Region,** Amy Lipset, Brian Sanada\*\*

**MDOT Statewide Planning,** James Sturdevant, Anita Boughner\*\*

**Southwest Michigan Regional Airport,** Vince DesJardins

**FHWA,** Andrea Dewey\*

**FTA,** Angelica Salagado\*

**Northwestern Indiana Regional Planning Commission,** Scott Weber\*

**SWMPC,** John Egelhaaf\*

### ***Technical Advisory Committee Members***

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

#### **Officers**

**Chair:** Tim Zebell, City of St. Joseph

**Vice-Chair:** *Vacant*

#### **Jurisdictions**

**City of Benton Harbor,** Chris Cook\*\*

**Benton Charter Township,** Kelli Smith

**City of Bridgman,** Juan Ganum

**Village of Grand Beach,** *Vacant*

**Hagar Township,** Deb Kavanagh

**Lake Charter Township,** Gloria Payne

**Lincoln Township,** Terrie Smith, Dick Stauffer\*\*

**Village of Michiana,** *Vacant*

**Royalton Township,** Steve Tilly

**Village of Shoreham,** Robert Lawrence

**Sodus Township,** David Chandler

**City of St. Joseph:** Tim Zebell

**St. Joseph Charter Township,** Roger Seeley, Denise Cook\*\*

**Village of Stevensville,** Chris Cook

#### **Counties**

**Berrien Community Dev. Dept.,** Evan Smith

**Berrien County Road Department,** Kevin Stack

#### **Public Transit**

**Twin Cities Area Transportation Authority,** TJ

Taylor, Bill Purvis\*\*

#### **Agencies**

**Cornerstone Alliance,** Sue Wyman

**MDOT Coloma TSC,** Jonathon Smith

**MDOT Southwest Region,** Amy Lipset Brian Sanada\*\*

**MDOT Statewide Planning,** James Sturdevant, Anita Boughner\*\*

**Southwest Michigan Regional Airport,** Vince DesJardins

**FHWA,** Andrea Dewey \*

**FTA,** Angelica Salagado\*

**Northwestern Indiana Regional Planning Commission,** *Scott Weber* \*

**SWMPC,** John Egelhaaf \*

# APPENDIX C | MPO SELF CERTIFICATION

## RESOLUTION 2019 - 4 METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION (for Nonattainment and Maintenance Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation, the Twin Cities Area Transportation Study (TwinCATS), and the Southwest Michigan Planning Commission, the Metropolitan Planning Organization for the Benton Harbor-St. Joseph, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

  
K. John Egelhaaf, Executive Director  
Southwest Michigan Planning Commission

June 18, 2019  
Date

  
Todd White Administrator  
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9-3-19  
Date

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# APPENDIX D | TWINCATS AMENDMENT POLICY

Approved March 19, 2018

## Purpose

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

## Definitions:

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

**Administrative Modification**, also referred to as a modification, is any change to the TIP, which does not require federal approval. A modification does not require TwinCATS 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 TwinCATS 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 TwinCATS 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 in order to determine if the change requires a federal amendment or can be made as an administrative modification. For administrative modifications, staff will submit the request to MDOT; an administrative modification does not require committee approval or FHWA & FTA review.
3. All amendment request letters will be included in the meeting packet for the regularly scheduled TwinCATS 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 TwinCATS 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 TwinCATS, 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 TwinCATS committee meetings.

Note on Administrative Modifications: An administrative modification is a type of change to the TIP, which does not require TwinCATS 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.

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# APPENDIX E | PROJECT PRIORITIZATION PROCESS

## FOR 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted on September 17, 2018

The following pages present a methodology to score projects submitted for consideration for TwinCATS' allocation of Surface Transportation Program (STP) dollars for the 2020-2023 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 TwinCATS 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 TwinCATS Policy Committee.

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

### **System Preservation (18 points possible total)**

#### **a. PASER Rating (10 points possible)**

- 10 points if the most recent PASER rating is 3-4
- 8 points if the most recent PASER rating is 5-6
- 5 points if the most recent PASER rating is 1-2

#### **b. Extension of Remaining Service Life (RSL) per MDOT's "Guidelines for Geometrics on Local Agency Project" (8 points possible)**

- 8 points if the project extends RSL by 15 years or more (4R project)
- 6 points if the project extends RSL by 10-14 years (3R Project)
- 4 points if the project extends RSL by 5 – 9 years (Preventative Maintenance)
- 2 points if the project extends RSL by 2-4 years (Preventative Maintenance)

### **Safety (7 points total possible)**

#### **a. Expected Crash Reduction - Based on MDOT approved Crash Reduction Factors (5 points possible)**

- 5 points for reduction of 50% or more
- 4 points for a reduction between 40% and 49.9%
- 3 points for a reduction between 30% and 39.9%
- 2 points for a reduction between 20% and 29.9%
- 1 point for a reduction between 10% and 19.9%
- 0 points for a reduction between of less than 10%

**b. Addressing High Crash Location (2 points possible)**

- Based on the 5 yr. (2013-2017) total crashes per federal aid eligible road segment
- 2 points if the number of crashes is 20% higher than MPO median (4 crashes or more)
  - 1 point if the number of crashes are within 20% of MPO median (2-3 crashes)
  - 0 points if the number of crashes is lower than 20% of the MPO median (0-1 crashes)

**Complete Streets (6 points possible total)**

**a. Complete Streets Policy (4 points possible)**

- 4 points if project meets the Complete Streets Policy

**b. Connectivity (2 point possible)**

- 2 points if the pedestrian and bicycle elements of the project connect to existing bicycle and pedestrian facilities or those that can reasonably expect to be completed during 2020-2023.

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

**a. Traffic Volume (5 points possible)**

- 5 points if ADT is more than 10,000 vehicles per day
- 4 points if ADT is between 5,000 and 9,999 vehicles per day
- 3 points if ADT is between 2,000 and 4,999 vehicles per day

**b. Functional Classification (3 points possible)**

- 3 points if project is located on a Principal Arterial
- 2 points if project is located on a Minor Arterial
- 1 point if project is located on a Major Collector

**c. Fixed Route Transit**

- 2 points if fixed route transit used the road.

**Strategic Planning & Investment (11 points possible)**

**a. Asset Management (3 points possible)**

- 3 points if the project is identified in an approved asset management plan.

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

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

**c. Cross Jurisdictional Coordination (1 points possible)**

1 point if 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.

**d. Project Continuity (2 points possible)**

2 points if project continues resurfacing, reconstruction or Preventative Maintenance on segment of roadway adjacent to a resurfacing, reconstruction or Preventative project done during the 2017-2020 TIP cycle or through Rural Task Force funding. For example: if Colfax Avenue from May to Britain was resurfaced in 2015, a resurfacing project on Colfax from Britain to BL-94 would count as an adjacent segment.

**e. Additional Local Match (4 points total possible)**

4 points if agency is willing to provide 40% or more of the total construction cost in local match.  
2 point if agency is willing to provide 30% or more of the total construction cost in local match.  
An 18.15% minimum local match is **required** to proceed.

**f. Project Readiness (No Points)**

If the project requires relocation of utilities, purchase of ROW, or railroad crossing permits, these items must be addressed in the project schedule.

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

Prioritization of fiscal year if the project is coordinated with a planned sewer and/or water improvement in your community

**A grand total of 52 points are possible.**

## **Additional Information and Rationale for Question in the 2020-2023 TwinCATS TIP Application**

### **Section 1: Applicant Information**

This section provides basic applicant information and will not be scored in any way. As noted above the agency name must be the recipient of the funds. Any project within a township must have the Berrien County Road Department as the applicant.

### **Section 2: Project Information**

This section ask about the basic project information. We are looking for just enough information to understand the major work items in the project.

A project already scheduled for 2020 in the 2017-2020 TIP will be allowed to proceed unless there are changes to the project scope that warrant reconsideration, or the project applicant has chosen not to reapply for funding.

There is an additional question regarding if the project was previously selected for the 2017-2020 TIP but has not been completed because it was canceled or failed to be obligated before the end of the fiscal year.

### **Section 3. Project Funding**

This section asks about the cost of the project. It is understood that this will be an estimate until further design is conducted. Use an engineer's best estimate for this section.

A local match of to 18.15% of the total construction cost is REQUIRED. Projects that provide 30% or greater local match will be prioritized because they allow TwinCATS to spread its limited federal dollars across more projects.

### **Section 4: System Preservation**

TwinCATS recognizes that STBG funding is the largest flexible funding source that TwinCATS receives to do roadway improvement projects, and that the long range plan goal of System Preservation has become increasingly important, as a backlog of maintenance needs has developed. Projects will be prioritized based on the appropriate timing for preventative maintenance or reconstruction, based on PASER ratings and the extent to which the proposed treatments will extend the remaining service life (RSL) of the roadway.

The most current PASER data was taken in the summer of 2018. It is currently available as an [excel file](#), but can be sent as a Roadsoft export and as a GIS shapefile upon request.

Information on the effectiveness of a project will be determined from [MDOT's Local Agency Programs Guidelines for Geometrics on Local Projects](#). This document describes preventative maintenance treatments and gives the expected increases in RSL. It also has guidelines about reconstruction and resurfacing of roads. We are asking applicants to explicitly state which guidelines the project will conform to.

## **Section 5: Safety**

This section asks about the safety improvements that the transportation project makes. Improving safety contributes to TwinCATS' Support of the statewide safety targets

For this call for Projects, safety is being evaluated using Crash Reduction Factors (CRFs). Attached to the application is the list of potential safety counter measures MDOT developed for the Highway Safety Improvement Program (HSIP). Staff will review the crash types that occurred on the proposed road and calculate the expected reduction in crashes based on the countermeasures included in the project. This allows each project to be given a quantifiable value for how it will improve safety. The crash question being asked are based on the federal safety performance measures. This data can be found at [michigantrafficcrashfacts.org](http://michigantrafficcrashfacts.org). Users can also access this data in the Roadsoft program.

## **Section 6: Complete Streets**

This section asks how the project will improve to walking or bicycling. TwinCATS has a Complete Streets Policy that the Policy Committee adopted in March of 2014, representing a commitment to meeting the needs of all users through transportation funding. Projects must meet the Complete Streets Policy in order to proceed, or be granted an exemption. The Policy can be accessed here:

[http://www.swmpc.org/downloads/complete\\_streets\\_policy\\_adopted\\_version\\_2014](http://www.swmpc.org/downloads/complete_streets_policy_adopted_version_2014)

Projects will also be given extra weight if they connect to existing pedestrian and bicycle facilities, or facilitate safer connections to fixed route transit through biking, walking, or facilities for people with disabilities. If this is the case, please provide a map of the connecting facilities with the application.

## **Section 7. Regional connectivity**

This section asks about how important the roadway is to regional travel. Points are awarded to roads with higher traffic volumes and based on the functional classification of the road. . To address the Transit State of Good Repair performance measure, points will be given to road projects that improve roadway surfaces that carry [TCATA Red or Blue Fixed Routes](#).

## **Section 8: Strategic Planning & Investment**

This section asks whether the project has documented local support, whether potential issues to delay a project have been considered such as railroad permitting, and whether the project is coordinated with other investments, other jurisdictions, and other planning processes.

Inclusion in an asset management plan is especially important because it shows how this project is part of the agencies overall strategy for road maintenance.

Project which continue a project from the [TwinCATS 2017-2020 TIP](#) or an [RTF project](#) are awarded point because it means that you are creating a continuous route

The questions regarding utilities, water mains, and sewers are designed to ensure that agencies are considering the condition of their sewer, water, and utilities at the time of their road projects so that projects may be coordinated and infrastructure costs potentially saved.

## **Section 9: Existing and Proposed Roadway Design**

This section asks about the current roadway design and whether the proposed project will change it.

This helps to show exactly what non-motorized infrastructure the road contains and how the project may improve this. It also clearly identifies if the project will expand capacity.

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## APPENDIX F | PROJECT SHEETS

Projects begin on following page





## Langley Avenue

2021

<b>Job Number</b>	206274
<b>Project Limits:</b>	Napier Avenue to Miller Dr.
<b>City/Township:</b>	City of St. Joseph
<b>Responsible Agency:</b>	City of St. Joseph
<b>Length:</b>	0.85 miles
<b>Primary Work Type:</b>	Reconstruction
<b>Complete Streets:</b>	Complies
<b>Work Description:</b>	Full reconstruction of including all underground utilities (water main, sanitary sewer and storm sewer). Bike lanes to be added with a CMAQ funded project.



### COST

STUL Cost:	\$650,000
HIP Cost:	\$72,017
Local Match:	\$692,983
Total Cost:	\$1,415,000

This project uses two separate federal fund sources



## Empire Avenue

2022

<b>Job Number</b>	206272
<b>Project Limits:</b>	Pipestone Road to East City Limits
<b>City/Township:</b>	City of Benton Harbor
<b>Responsible Agency:</b>	City of Benton Harbor
<b>Length:</b>	0.2 miles
<b>Primary Work Type:</b>	Reconstruction
<b>Complete Streets:</b>	Complies
<b>Work Description:</b>	Reconstruction of roadway with storm replacement, sidewalk and ramp replacement



### COST

Federal Cost:	\$339,000
Local Match:	\$178,000
Advance Construct 2023	\$45,000
Total Cost:	\$562,000

Federal Fund Source: Surface Transportation  
Black Grant — STUL





## Red Arrow Highway

2022

<b>Job Number</b>	206276
<b>Project Limits:</b>	John Beers Rd to 1,250 ft. south of Johnson Rd
<b>City/Township:</b>	Village of Stevensville
<b>Responsible Agency:</b>	Village of Stevensville
<b>Length:</b>	0.72 miles
<b>Primary Work Type:</b>	Rehabilitation
<b>Complete Streets:</b>	Does not Comply
<b>Work Description:</b>	Mill the existing surface down to a depth of 3", place a 1" scratch course of asphalt with a geosynthetic paving fabric, and pave the roadway with 2" of hot mix asphalt.



## COST

<b>Federal Cost:</b>	\$656,000
<b>Local Match:</b>	\$146,375
<b>Total Cost:</b>	\$802,375
<b>Federal Fund Source:</b>	Surface Transportation Block Grant — STUL



## Napier Avenue

2023

<b>Job Number</b>	200086
<b>Project Limits:</b>	Broadway Avenue to 3700 Feet East of St. Joseph River
<b>City/Township:</b>	Benton Charter Township
<b>Responsible Agency:</b>	Berrien County Road Department
<b>Length:</b>	0.52 miles
<b>Primary Work Type:</b>	Preventative Maintenance
<b>Complete Streets:</b>	Does not Comply
<b>Work Description:</b>	Milling & One Course Asphalt Overlay



## COST

Federal Cost:	\$256,000
Local Match:	\$64,000
Total Cost:	\$320,000
Federal Fund Source:	Surface Transportation Black Grant — STUL

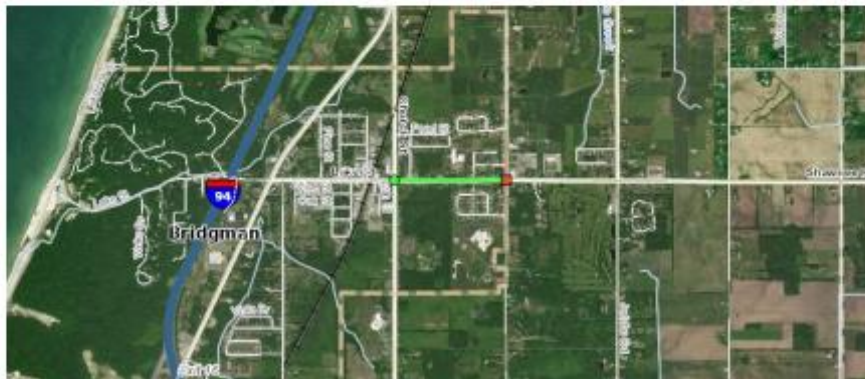




## Lake Street

2023

<b>Job Number</b>	202019
<b>Project Limits:</b>	Church Street to Gast Road
<b>City/Township:</b>	City of Bridgman
<b>Responsible Agency:</b>	City of Bridgman
<b>Length:</b>	0.5
<b>Primary Work Type:</b>	Rehabilitation
<b>Complete Streets:</b>	Complies
<b>Work Description:</b>	Crush and Shape. Includes curb, gutter, drainage structures, ADA compliance, pavement markings, and permanent signage



## COST

Federal Cost:

Local Match:

Total Cost:

Federal Fund Source: Surface Transportation  
Black Grant — STUL

## ILLUSTRATIVE LIST OF PROJECTS

City or Township	Project Name	Project Limits	Project Description
Berrien CRD Sodus Township	Pipestone Road	Nickerson Road to Sodus Parkway	Mill and Fill existing HMA Surface
Berrien CRD St. Joseph Charter Township	Washington Avenue	M-63 to Maiden Lane	Mill and Fill existing pavement
City of St. Joseph	Langley Avenue	Miller Dr. to Pear St.	Full reconstruction of including all underground utilities
City of St. Joseph	Upton Drive	Virginia Court to City Limits (600 feet north of North Upton Drive)	Full reconstruction of including all underground utilities
Berrien CRD Lincoln Charter Township	John Beers Road	Stevensville Village Limits to Cleveland Ave.	Mill and Fill existing pavement with 4.75 foot paved shoulder
City of St. Joseph	Broad Street	Main Street (BL94) to Pearl Street	Mill & resurface Broad from Main Street (BL94) to Pearl Street.
City of St. Joseph	Botham Avenue	South State Street to Niles Avenue (M-63)	Full reconstruction of including all underground utilities
Berrien CRD Benton Charter Township	Napier Avenue	Broadway Avenue to 500 Feet West of Milton	Mill and Fill. ADA sidewalk ramp upgrades as required.
Berrien CRD Benton Charter Township	Napier Avenue	Plaza Drive to 4300 Feet West of I-94	Mill and Fill. ADA sidewalk ramps upgrade as required.
Village of Stevensville	John Beers Rd	St. Joseph Ave to Red Arrow Highway	Replace asphalt roadway, curb and gutter, and sidewalk along the south side of the roadway.
Village of Stevensville	John Beers Road/Grand Mere Road	Red Arrow Highway to Notre Dame Ave	Mill & resurface.
City of St. Joseph	Lake Boulevard	Ship Street to Sutherland Avenue	Mill & resurface
City of St. Joseph	Water Street	South State Street to Vine Street	Full reconstruction
Village of Stevensville	Red Arrow Highway	John Beers Rd to 750 ft. north of Puetz Rd	Mill & resurface
City of Benton Harbor	Broadway	City Limits to May Street	Milling and resurfacing of the roadway with sidewalk and ramp replacement



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

## Highway Resources

**Surface Transportation Block Grant (STBG):** The purpose of this funding source is to maintain and improve the federal-aid highway system. Activities eligible for STBG funding include construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; non-motorized projects (including projects eligible under the former Transportation Alternatives Program); and bridge scour countermeasures. **This was formerly known as the Surface Transportation Program (STP) and is still referred to as STP in some sources.**

**Local Bridge Program:** A portion of the STP funding dedicated to local bridge projects is set aside for the funding of bridge projects. Eligible projects need to be classified as structurally deficient or functionally obsolete.

**Highway Safety Improvement Program (HSIP):** Utilized to decrease highway deaths and injuries. Activities eligible for HSIP funding include Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan; roadside safety audits.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ):** The intent of CMAQ funding is to reduce emissions from transportation sources. Activities eligible for funding include installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes.

**National Highway Performance Program (NHPP):** The purpose of this funding source is to maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above). Eligible activities include construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and non-motorized activities; and

construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.

**National Highway Freight Program:** This program provides funding for infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network. Activities eligible for funding include construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities.

## **Transit Resources**

**Section 5304:** State Planning and Research Program: Funds are available to carry out the state transportation planning and programming requirements of the joint FTA/FHWA planning regulations, as well as a range of activities under other eligible programs. These activities provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system. This source of funding has been utilized for a two countywide public transit service planning studies.

**Section 5307:** Urbanized Area Formula Grants: Funding for transit capital needs and operations in small urbanized areas. Eligible activities include Capital projects, operating transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). One percent of funds received are to be used by the agency to improve security at agency facilities.

**Section 5310:** Elderly and Persons with Disabilities: The purpose of 5310 funding is to improve mobility options for seniors and disabled persons. Activities eligible include Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program. This source is currently used to fund a Mobility Manager Program.

**Section 5339:** Bus and Bus Facilities: Provides funding for basic transit capital needs of transit agencies, including construction of bus-related facilities. Eligible activities include replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.

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# APPENDIX H | FINANCIAL - OPERATIONS/MAINTENANCE ASSUMPTIONS

## Funding Growth Rates

Funding growth rates are not the same as the Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the fourteen MPOs within the state. These funds are not indexed for inflation. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation's surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
2. In the 10 years before the passage of the AST Act, federal funding for Michigan's highways fluctuated. Apportioned program funding to Michigan first exceeded \$1 billion in 2004. In 2006, apportioned program funding to Michigan still barely exceeded \$1 billion. The Fast Act is expected to break this trend of level funding by providing a modest increase through 2020. These increases are assumed to continue through FY 2025. This plan assumes a 2 percent growth rate through this period.
3. Beginning in FY 2019, \$150 million will be appropriated from Michigan income tax revenue in to the MTF for distribution through the Act 51 formula for state funding. Income tax revenues will increase to \$600 million per fiscal year beginning in FY 2021. The forecasted tax revenue of \$600 million annually from FY 2022 o 2025 is included based on current state law, with the revenue distributed to road agencies under the current Act 51 formula.

Although the FAST Act has increased funding stability over the next five fiscal years, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2020 and FY 2023.

## Year of Expenditure (YOE) Rates

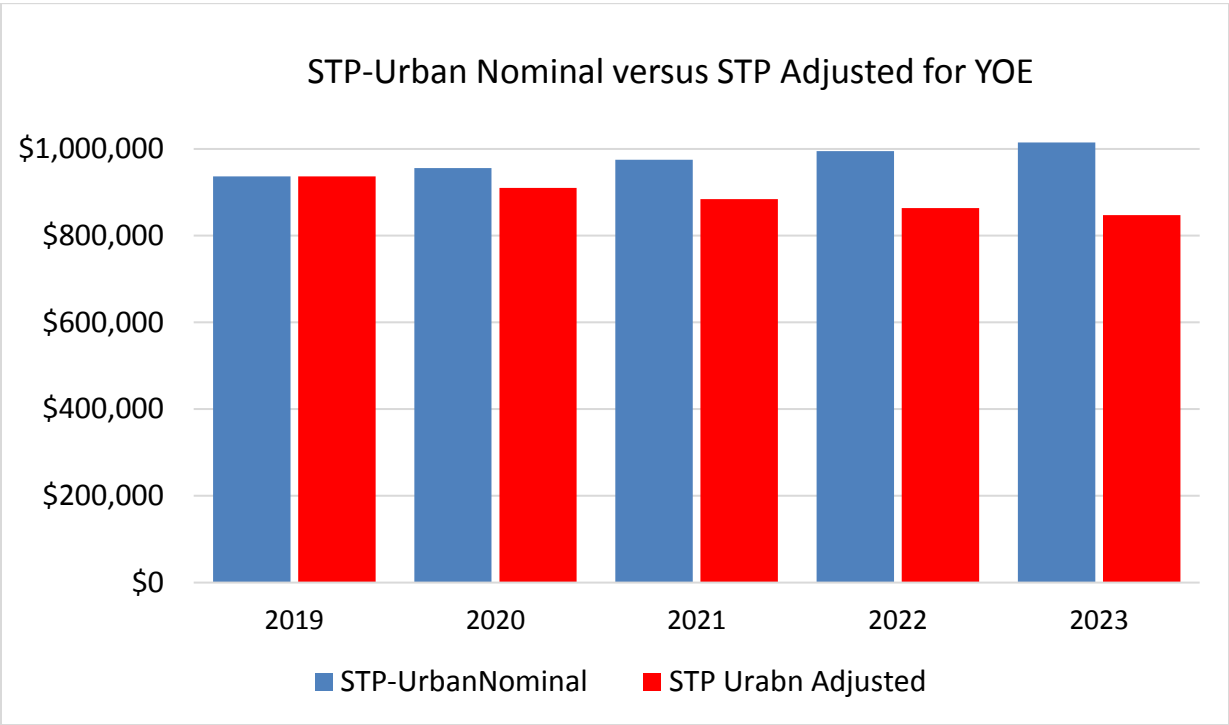
The Year of Expenditure (YOE) rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies' cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate means that less work

can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

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

- 1. 2019, base year;
- 2. 2020, 5 percent above 2019;
- 3. 2021, 5 percent above 2020;
- 4. 2022, 4.5 percent above 2021
- 5. 2023, 4 percent above 2022.

The table and charts below provide an example that illustrates the difference between what TwinCATS will officially receive in STP-urban funding over the period of the 2020-2023 TIP (Nominal funding) and what that funding will be relative to purchasing power of the base year (real funding).



FY	STBG Urban Nominal	STBG Urban Real
2019	\$937,000	\$937,000
2020	\$956,000	\$910,476
2021	\$975,000	\$884,354
2022	\$995,000	\$863,631
2023	\$1,015,000	\$847,106

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

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

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

1. MDOT's estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$710 million in FY 2019.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction  $\$710 \text{ million} / 27,452 \text{ total state trunkline lane-miles}$  to determine a per-mile cost. Approximately 22.8 percent of the lane miles in the state trunkline system are located in Southeast Michigan.
3. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$136.4 million annually in Southeast Michigan on these activities.
4. The per-lane-mile cost will also be applied to locally-owned roads on the federal-aid highway system.
5. The sum of costs from Steps 4 and 5 will constitute the required O and M estimate.
6. This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the *cost* of O and M, not a particular funding *source*.

## FISCAL YEAR 2020 CONSTRAINT TABLE FROM JOBNET

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2020</b>						
<b>Fiscal Year - 2020, Local MPO Based Constraint</b>						
CMAQ	\$626,754	\$550,254	\$550,254	\$76,500	\$0	\$626,754
STP - Small MPO	\$1,387,050	\$956,000	\$956,000	\$0	\$431,050	\$1,387,050
<b>FY 2020, Local MPO Based Constraint Total</b>	<b>\$2,013,804</b>	<b>\$1,506,254</b>	<b>\$1,506,254</b>	<b>\$76,500</b>	<b>\$431,050</b>	<b>\$2,013,804</b>
<b>Fiscal Year - 2020, Local Projects from Statewide Sources</b>						
Safety	\$435,617	\$392,055	\$392,055	\$0	\$43,562	\$435,617
<b>FY 2020, Local Projects from Statewide Sources Total</b>	<b>\$435,617</b>	<b>\$392,055</b>	<b>\$392,055</b>	<b>\$0</b>	<b>\$43,562</b>	<b>\$435,617</b>
<b>Fiscal Year - 2020, MDOT Project Templates</b>						
New Roads	\$39,359,273	\$25,056,691	\$25,056,691	\$14,302,582	\$0	\$39,359,273
Road - Capital Preventive Maintenance	\$971,908	\$795,624	\$795,624	\$176,284	\$0	\$971,908
Road - Rehabilitation and Reconstruction	\$74,288,750	\$66,859,875	\$66,859,875	\$7,428,875	\$0	\$74,288,750
Traffic & Safety	\$1,340,574	\$1,315,132	\$1,315,132	\$25,442	\$0	\$1,340,574
<b>FY 2020, MDOT Project Templates Total</b>	<b>\$115,960,505</b>	<b>\$94,027,322</b>	<b>\$94,027,322</b>	<b>\$21,933,183</b>	<b>\$0</b>	<b>\$115,960,505</b>
<b>Fiscal Year - 2020, Transit Project Categories</b>						
5307	\$2,289,000	\$1,129,200	\$1,129,200	\$819,800	\$340,000	\$2,289,000
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000
5339	\$132,058	\$105,646	\$105,646	\$26,412	\$0	\$132,058
CTF	\$386,000	\$0	\$0	\$386,000	\$0	\$386,000
<b>FY 2020, Transit Project Categories Total</b>	<b>\$2,882,058</b>	<b>\$1,294,846</b>	<b>\$1,294,846</b>	<b>\$1,247,212</b>	<b>\$340,000</b>	<b>\$2,882,058</b>
<b>Fiscal Year - 2020 Grand Total</b>	<b>\$121,291,984</b>	<b>\$97,220,477</b>	<b>\$97,220,477</b>	<b>\$23,256,895</b>	<b>\$814,612</b>	<b>\$121,291,984</b>

## FISCAL YEAR 2021 CONSTRAINT TABLE FROM JOBNET

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2021</b>						
<b>Fiscal Year - 2021, Local MPO Based Constraint</b>						
CMAQ	\$1,395,922	\$1,155,716	\$1,155,716	\$134,064	\$106,142	\$1,395,922
STP - Small MPO	\$1,835,000	\$975,000	\$975,000	\$0	\$860,000	\$1,835,000
<b>FY 2021, Local MPO Based Constraint Total</b>	<b>\$3,230,922</b>	<b>\$2,130,716</b>	<b>\$2,130,716</b>	<b>\$134,064</b>	<b>\$966,142</b>	<b>\$3,230,922</b>
<b>Fiscal Year - 2021, Local Projects from Statewide Sources</b>						
STP - Flexible (Bridge)	\$1,468,000	\$734,000	\$734,000	\$0	\$734,000	\$1,468,000
<b>FY 2021, Local Projects from Statewide Sources Total</b>	<b>\$1,468,000</b>	<b>\$734,000</b>	<b>\$734,000</b>	<b>\$0</b>	<b>\$734,000</b>	<b>\$1,468,000</b>
<b>Fiscal Year - 2021, MDOT Project Templates</b>						
Traffic & Safety	\$274,281	\$246,853	\$246,853	\$27,428	\$0	\$274,281
Other	\$434,907	\$356,624	\$356,624	\$78,283	\$0	\$434,907
<b>FY 2021, MDOT Project Templates Total</b>	<b>\$709,188</b>	<b>\$603,477</b>	<b>\$603,477</b>	<b>\$105,711</b>	<b>\$0</b>	<b>\$709,188</b>
<b>Fiscal Year - 2021, Transit Project Categories</b>						
5307	\$2,171,898	\$1,011,445	\$1,011,445	\$815,453	\$345,000	\$2,171,898
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000
5339	\$125,500	\$100,400	\$100,400	\$25,100	\$0	\$125,500
<b>FY 2021, Transit Project Categories Total</b>	<b>\$2,372,398</b>	<b>\$1,171,845</b>	<b>\$1,171,845</b>	<b>\$855,553</b>	<b>\$345,000</b>	<b>\$2,372,398</b>
<b>Fiscal Year - 2021 Grand Total</b>	<b>\$7,780,508</b>	<b>\$4,640,038</b>	<b>\$4,640,038</b>	<b>\$1,095,328</b>	<b>\$2,045,142</b>	<b>\$7,780,508</b>



## FISCAL YEAR 2022 CONSTRAINT TABLE FROM JOBNET

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2022</b>						
<b>Fiscal Year - 2022, Local MPO Based Constraint</b>						
CMAQ	\$465,450	\$368,000	\$368,000	\$58,000	\$39,450	\$465,450
STP - Small MPO	\$1,319,375	\$995,000	\$995,000	\$0	\$324,375	\$1,319,375
<b>FY 2022, Local MPO Based Constraint Total</b>	<b>\$1,784,825</b>	<b>\$1,363,000</b>	<b>\$1,363,000</b>	<b>\$58,000</b>	<b>\$363,825</b>	<b>\$1,784,825</b>
<b>Fiscal Year - 2022, MDOT Project Templates</b>						
Road - Rehabilitation and Reconstruction	\$49,130,511	\$44,110,668	\$44,110,668	\$5,019,843	\$0	\$49,130,511
Traffic & Safety	\$352,360	\$317,124	\$317,124	\$35,236	\$0	\$352,360
Other	\$53,263	\$43,608	\$43,608	\$9,655	\$0	\$53,263
<b>FY 2022, MDOT Project Templates Total</b>	<b>\$49,536,134</b>	<b>\$44,471,400</b>	<b>\$44,471,400</b>	<b>\$5,064,734</b>	<b>\$0</b>	<b>\$49,536,134</b>
<b>Fiscal Year - 2022</b>						
<b>Fiscal Year - 2022, Transit Project Categories</b>						
5307	\$2,236,870	\$1,041,777	\$1,041,777	\$840,093	\$355,000	\$2,236,870
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000
5339	\$129,259	\$103,407	\$103,407	\$25,852	\$0	\$129,259
<b>FY 2022, Transit Project Categories Total</b>	<b>\$2,441,129</b>	<b>\$1,205,184</b>	<b>\$1,205,184</b>	<b>\$880,945</b>	<b>\$355,000</b>	<b>\$2,441,129</b>

## FISCAL YEAR 2023 CONSTRAINT TABLE FROM JOBNET

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2023</b>						
<b>Fiscal Year - 2023, Local MPO Based Constraint</b>						
CMAQ	\$609,515	\$478,517	\$478,517	\$56,000	\$74,998	\$609,515
STP - Small MPO	\$1,246,000	\$1,015,000	\$1,015,000	\$0	\$231,000	\$1,246,000
<b>FY 2023, Local MPO Based Constraint Total</b>	<b>\$1,855,515</b>	<b>\$1,493,517</b>	<b>\$1,493,517</b>	<b>\$56,000</b>	<b>\$305,998</b>	<b>\$1,855,515</b>
<b>Fiscal Year - 2023, MDOT Project Templates</b>						
Road - Rehabilitation and Reconstruction	\$17,500,000	\$15,750,000	\$15,750,000	\$1,750,000	\$0	\$17,500,000
Traffic & Safety	\$302,031	\$271,828	\$271,828	\$30,203	\$0	\$302,031
Other	\$40,176	\$32,944	\$32,944	\$7,232	\$0	\$40,176
<b>FY 2023, MDOT Project Templates Total</b>	<b>\$17,842,207</b>	<b>\$16,054,772</b>	<b>\$16,054,772</b>	<b>\$1,787,435</b>	<b>\$0</b>	<b>\$17,842,207</b>
<b>Fiscal Year - 2023, Transit Project Categories</b>						
5307	\$2,487,542	\$1,184,042	\$1,184,042	\$918,500	\$385,000	\$2,487,542
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000
5339	\$133,073	\$106,458	\$106,458	\$26,615	\$0	\$133,073
<b>FY 2023, Transit Project Categories Total</b>	<b>\$2,695,615</b>	<b>\$1,350,500</b>	<b>\$1,350,500</b>	<b>\$960,115</b>	<b>\$385,000</b>	<b>\$2,695,615</b>
<b>Fiscal Year - 2023 Grand Total</b>	<b>\$22,393,337</b>	<b>\$18,898,789</b>	<b>\$18,898,789</b>	<b>\$2,803,550</b>	<b>\$690,998</b>	<b>\$22,393,337</b>

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# APPENDIX I | MITC-IAWG MINUTES

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)  
**Berrien County Nonattainment Area Cass  
County Conformity Area**

**New 2020 – 2023 TIP and STIP**

3 – 4:00 p.m. (EDT), Wednesday, March 27, 2019  
TSD 3rd floor, Van Wagoner Transportation Building, Lansing, MI

<b><u>Name</u></b>	<b><u>Agency</u></b>
<b>In attendance:</b>	
Andy Pickard	Federal Highway Administration (FHWA)
Michael Leslie	US Environmental Protection Agency (EPA)
Susan Weber	Federal Transit Administration (FTA)
Donna Wittl	Michigan Department of Transportation (MDOT) Brandon
Kovnat	Southwest Michigan Planning Commission (SWMPC) representing TwinCATS and NATS MPOs
Jason Latham	Berrien County Road Department (BCRD)
Ryan Gladding	MDOT
Amy Lipset	MDOT
Jim Sturdevant	MDOT
Brad Sharlow	MDOT
Katie Beck	MDOT
Brian Sanada	MDOT
<b>Absent:</b>	
Breanna Bukowski	Michigan Department of Environmental Quality (MDEQ)

Attendance at the meeting was in person or teleconferencing with web linking. MITC-

IAWG for two area.

- 1) Berrien County for 1997 and 2015 ozone standard Nonattainment Area
- 2) Cass County for 1997 ozone standard Conformity Area

The first part of this meeting was to review projects for the NATS 2045 LRTP. The meeting summary for that is separate and projects reviewed during that are attached to that meeting summary. The next part of the meeting was to review projects for:

- Berrien County Nonattainment Area
  - TwinCATS TIP 2020-23
  - NATS TIP 2020-23 (reviewed as part of the NATS 2045 LRTP)
  - STIP 2020-23
- Cass Conformity Area:
  - NATS TIP 2020-23 (reviewed as part of the NATS 2045 LRTP)

- STIP 2020-23
- NATS projects listed as outside Berrien & Cass counties (reviewed as part of the NATS 2045 LRTP)

The MITC-IAWG reviewed projects for the new 2020 to 2023 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). A summary for each conformity area is provided below. This meeting summary will be used for both Berrien County Nonattainment Area and Cass County Conformity Area.

The polices for reviewing projects for the areas were sent to the MITC-IAWG before the meeting.

#### **The Berrien County Nonattainment Area**

The group discussed the TwinCATS new TIP projects. It was stated the US-31 project was incorrectly labeled as “exempt” in the IAWG spreadsheet for review but has been changed to “non-exempt” with the comment “the project was modeled in the previous conformity analysis.” It was discussed that a method for tracking projects that have been modeled needs to be developed. The STIP projects were reviewed and all were considered exempt. The projects in the NATS new 2020-23 TIP were evaluated for the NATS 2045 LRTP and had not changed, all were deemed exempt.

All projects in Berrien County for the TwinCATS TIP 2020-23, NATS TIP 2020-23, and STIP 2020- 23, were determined exempt or had been modeled in a previous analysis. No new conformity analysis is required. See projects in Berrien County attached.

#### **The Cass County Conformity Area**

The STIP 2020-2023 projects in Cass County were reviewed and all were considered exempt. Projects in the NATS 2020-2023 TIP had been evaluated for the NATS 2045 LRTP and projects had not changed; all were deemed exempt. Projects were also reviewed that were part of the NATS TIP, but the county was indicated as Kalamazoo or St. Joseph because part of these projects are within the NATS MPO; all were considered exempt.

All projects in Cass County for the NATS TIP 2020-23 and STIP 2020-23, were determined exempt or had been modeled in a previous analysis. No new conformity analysis is required, the previous analysis completed for the NATS 2045 LRTP is still applicable. See projects in Cass County attached.

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## APPENDIX J | PUBLIC PARTICIPATION

### Legal Notice Placed in the Harrold Palladium on June 10, 2019

#### TWINCATS TO VOTE ON TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Area Transportation Study (TwinCATS) facilitates transportation planning for the Benton Harbor-St. Joseph urbanized area. TWINCATS has released a draft of its 2020-2023 Transportation Improvement Program (TIP). The TIP lists all of the transportation projects funded by the US Department of Transportation which are programmed for Fiscal year 2020 thru 2023 (October 1, 2019 September 30, 2022). The TIP also documents the selection process, and analysis of the project's impacts. A draft of the 2020-203 TIP UWP is available at <https://www.swmpc.org/twincatstip.asp> The TIP will be voted on at the upcoming TwinCATS Meeting on: **Monday June 17, 9:30 AM at Kinexus, Lighthouse Room 499 W. Main St., Benton Harbor MI 49022.** The public is invited to attend this meeting to ask questions or provide comments. Comments can also be sent to Brandon Kovnat, associate transportation planner, at [kovnastb@swmpc.org](mailto:kovnastb@swmpc.org) or by calling (269) 925-1137 x1524.

The public participation process described above is used to satisfy the public participation process for the Program of Projects (POP), as prescribed in accordance with Chapter 53 of Title 49, United State Code (FTA requirement's), and metropolitan and statewide planning regulations under the FAST act for the following public transit agencies: Twin Cities Area Transportation Authority.

# TwinCATS TIP webpage



[About Us](#) [Regional Information](#) [What We Do](#) [Resources & Planning Tools](#) [In the News](#)

## TwinCATS

- [TwinCats Long Range Transportation Plan 2018-2045](#)
- [TwinCATS Transportation Improvement Program](#)
- [Meeting Information](#)
- [TwinCATS 2013-2040 Long Range Plan](#)
- [TwinCATS Annual Reports](#)
- [TwinCATS Unified Planning Work Program](#)
- [Walk & Roll](#)

[What We Do Home>Transportation Planning>Twin Cities Area Transportation Study>TwinCATS Transportation Improvement Program](#)

 [Select Language](#)  

## TwinCATS Transportation Improvement Program

The public is invited to review and formally comment on the [2020-2023 TwinCATS Transportation Improvement Program](#)



This draft document contains transportation projects that will be funded with federal and state transportation funds. It includes project information about various transportation modes including roads, transit (bus), and non-motorized (bicycle and pedestrian) pathways. Projects in this TIP are listed by state and federal funding category and by year. Per requirement, it is fiscally constrained, which means that only projects with confirmed funding may be listed.

The public is invited to review and formally comment on the FY 2020-2023 Transportation Improvement Program from June 4-18, 2019.

Submit comments on the draft [here](#)

There are also two in-person opportunities for the public to comment on the draft TIP:  
Monday, June 17th at 9:00 a.m. at the [TwinCATS Combined TAC & Policy meeting](#)  
Tuesday, June 18th at 9:00 a.m. at the [SWMPC Board meeting](#).

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### Project Selection Results

[Interactive map of Selected Projects](#)  
[List of Surface Transportation Block Grant Projects](#)

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### Applications for the 2020-2023 TIP have been submitted

Links to the scored applications from each agency can be found below:

- [Berrien County Road Department](#) (9)
- [City of Benton Harbor](#) (2)
- [City of Bridgman](#) (1)
- [City of St. Joseph](#) (6)
- [Village of Stevensville](#) (4)

The number indicates how many applications each agency submitted.

## USEFUL LINKS

[2020-2023 Project Selection News](#)  
[Project Selection Meeting Information](#)

[Proposed Local Projects Interactive Map](#)

[Application Summary Sheet](#)

[Call for Projects Information & Background](#)

[Complete Streets Policy](#)

[Submit Comments Here](#)

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## 2017-2020 TIP

[TIP Document](#)

[Current List of Projects](#)

[Amendment Policy](#)

[2018-2019 Amendment Schedule](#)

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## 2020-2023 Call for Projects

[Call For Projects & Application Instructions](#)

[Road Project Prioritization System](#)

<https://www.swmpc.org/twincatstip.asp>



# The Herald-Palladium

[https://www.heraldpalladium.com/news/local/twincats-to-decide-on-road-funding/article\\_22a7fc6a-a0ab-5512-9186-b3f568387fab.html](https://www.heraldpalladium.com/news/local/twincats-to-decide-on-road-funding/article_22a7fc6a-a0ab-5512-9186-b3f568387fab.html)

TOP STORY

## TwinCATS to decide on road funding

22 road projects to vie for available funds

By JOHN MATUSZAK - HP Staff Writer Dec 26, 2018

BENTON HARBOR — Federal funding for nine area road projects will be approved at the the Twin Cities Area Transportation Study review committee meeting at 9:20 a.m. Monday on Jan. 14, 2019 at Kinexus at Main St. and Riverview Drive in Benton Harbor.

Projects have been proposed by the Berrien County Road Department, Benton Harbor, St. Joseph, Bridgman and Stevensville. Residents can comment online on the projects as they are reviewed.

Over the next four years TwinCATS will receive around \$3.9 million in Federal Surface Transportation Block Grant funding to award to road or transit agencies within its boundaries. The funds must be used on federal aid eligible roads or for transit capital projects, and require local matching funds.

There were 22 applications submitted with a total funding request of approximately \$8.7 million. The review committee was appointed by TwinCATS and is made of engineers, elected officials, a transit agency director, and an economic development agency.

Proposed projects include:

### Berrien County Road Department

- John Beers Road, Cleveland Ave. to Stevensville city limits, \$516,000.
- John Beers Road, Eidson to M-139, \$280,000.
- Napier Avenue, Broadway Avenue to within 3,700 feet east of St. Joseph River, \$320,000.



- Napier Avenue, Broadway Avenue to within 500 feet of Milton Avenue, \$420,000.
- Napier Avenue, from I-94 0.8 miles west, \$575,000.
- Napier Avenue, Plaza Drive to 4,300 feet of West Plaza Drive, \$250,000.
- Pipestone Road, Nickerson Avenue to Sodus Parkway, \$305,000.
- Marquette Woods Road, S. Roosevelt to Cleveland Avenue, \$1.2 million, (Lincoln Township \$100,000 match, BC Road Dept. \$279,000, \$375,000 grant).
- Washington Avenue, from M-63 to Maiden Lane, \$800,000.

## Benton Harbor

- Empire Avenue, Pipestone Road to east city limits, \$562,000.
- Broadway Avenue, from city limits to May Street, \$258,000.

## Bridgman

- Lake Street, Church Street to Gast Road, \$551,000.

## St. Joseph

- Langley Avenue, Pearl Street to Napier Avenue, reconstruction and utilities replacement, \$5.9 million.
- Upton Drive, Virginia Court to city limits, reconstruction and underground utilities, \$2.8 million.
- Broad Street, Main Street to Pearl, \$584,000.
- Water Street, S. State Street to Vine Street, \$1.2 million (includes rebuilding retaining wall).
- Botham Avenue, from S. State Street to Niles Avenue, \$993,500.
- Lake Boulevard, Ship Street to Sutherland Avenue, \$590,000.

## Stevensville

- Red Arrow Highway, from John Beers Road to north of Peutz Road, \$504,360.

- Red Arrow Highway, John Beers Road to south of Johnson Road, \$802,375.
- John Beers Road, St. Joseph Avenue to Red Arrow Highway, \$967,902.
- John Beers Road, Red Arrow Highway to Notre Dame Avenue, \$593,525.

The TwinCATS Policy committee approved a scoring system for projects which included the following criteria: road condition, traffic volume, the expected useful life of the project, complete streets elements and safety improvements. Points were also awarded for local agencies' planning process including if the agency has an asset management plan and if they are coordinating road work with sewer, water or utility work.

Langley Road in the city of St. Joseph scored high because of the city's asset management planning, which is coordinating road work with storm and sanitary sewer upgrades. The projects will include bike lanes or a non-motorized path to accommodate cyclists and pedestrians. There will also be safety improvements.

Marquette Woods Road (From South Roosevelt to Cleveland) in Lincoln Township scored high because of the 6 foot wide shoulders being added to accommodate bicyclists which will connect to the existing facilities on Marquette Woods and the Roosevelt Road Path.

Certain projects that scored poorly were still chosen as a local priority project. Napier Avenue was a low scoring project (due to a lack of non-motorized features), but was identified as a local priority by the Berrien County Road Department.

Once selected, further analysis will continue until May. The public is encouraged to comment on any of the proposed projects any time between now and May 15, though immediate review of projects prior to the Jan. 14 meeting is encouraged.

Proposed projects can be found on the Southwest Michigan Planning Commission website at <https://www.swmpc.org/twincatsip.asp>.

The online comment form will be available beginning Thursday.

Contact: [jmatuszak@TheHP.com](mailto:jmatuszak@TheHP.com), 932-0360, Twitter: @HPMatuszak

December 17, 2018

Dear TwinCATS Project Review and Selection Committee,

On behalf of Be Healthy Berrien, I'm pleased to share with you our position on Complete Streets Infrastructure and safety accommodations for pedestrian and bicyclists. Be Healthy Berrien is a community-wide initiative working to reduce obesity and chronic illness by creating healthier places to live, work, learn, and play. Our partners include Berrien County Health Department, Spectrum Health Lakeland, Southwest Michigan Planning Commission, United Way of Southwest Michigan, and YMCA of Southwest Michigan.

Complete Streets Infrastructure is a critical need in our community and a benefit to everyone. Complete streets help us to be healthier by being more physically active and having cleaner air to breathe. Families are better able to manage the cost of driving. Motorists benefit from less road congestion. Our neighbors without a vehicle can travel to work, school, shopping, and doctor appointments more safely and easily.

In 2014, 36% of adults in Berrien County were obese and another 37% of adults were overweight. Obesity is the leading cause of many of the most common and costly medical problems like diabetes, heart disease, and high blood pressure. Regular physical activity through walking, bicycling and other non-motorized movement can reduce and prevent obesity and related diseases.

Be Healthy Berrien is also strongly committed to equity and ensuring that all members of our community have access to critical resources. In several neighborhoods within the TwinCATS service area, as many as 51.4% of households do not have a vehicle. These community members' transportation needs include access to safe and connected sidewalks, bike lanes, and public transit routes. Transportation funds should serve all members of the community, not only those with the means to own a vehicle.

Be Healthy Berrien thanks the municipalities and agencies that have proposed projects for this round of TIP funding that include complete streets infrastructure, including:

- City of Benton Harbor
- City of Bridgeman
- City of St. Joseph
- Village of Stevensville
- Berrien County Road Department with St. Joseph Charter Township
- Berrien County Road Department with Royalton Township
- Berrien County Road Department with Lincoln Charter Township

We'd like to thank the TwinCATS Policy Committee and Southwest Michigan Planning Commission for authorizing and carrying out the Napier Avenue Corridor Study that concluded in September 2018.

Finally, we'd like to thank St. Joseph Charter Township for their recent application within Congestion Mitigation and Air Quality funding for the installation of sidewalks on Napier Avenue from Miami Road to Colfax Avenue.

Napier Avenue is a critical corridor in the TwinCATS area, described in the 2018 Napier Avenue Pedestrian and Bicycle Plan as "an important east-west transportation corridor in the Benton Harbor – St. Joseph metro area,

providing connectivity from the expressway into the core cities, providing access to major shopping and medical destinations, and serving a number of neighborhoods and community businesses.” The report goes on to say, “while it may function well for vehicular travel, it is not ideal for nonmotorized users. The existing condition of Napier Avenue is simply not comfortable and safe for all users, and in many places, is lacking basic pedestrian infrastructure such as sidewalks and crosswalks.”

The report concludes that there is, in fact, significant need for complete streets infrastructure on this corridor. “While the Napier Avenue corridor is home to a significant population in need of safe, walkable infrastructure, facilities for walking and biking are frequently missing, and the Corridor requires safety enhancements for all users. With adequate complete streets infrastructure, Napier Avenue could better connect the region to jobs, shopping, and other destinations by improving access via all travel modes.” I encourage you to view the final 2018 Napier Avenue Pedestrian and Bicycle Plan report, the conceptual exhibits, and the traffic study memorandum at [www.napieravenue.org/documents](http://www.napieravenue.org/documents).

Several proposals for this round of funding involve projects along this critical section of Napier Avenue. These projects, as proposed, do not follow the TwinCATS Complete Streets policy or include elements of pedestrian or bicycle connectivity. We encourage the municipalities and agencies responsible for these proposed project sections to work together to secure funding for complete streets infrastructure, including lane reconfiguration and sidewalks, so that the construction occurs simultaneously with the proposals submitted to this committee. The resurfacing of Napier Avenue over the planned 6-year timeframe, only when combined with complete streets infrastructure, will adequately serve today’s community members and the generations that will follow.

On behalf of Be Healthy Berrien, I thank you for your leadership in creating transportation infrastructure that benefits the whole community. Taking time to study and plan projects that use limited resources in new and better ways is vital to creating long-term solutions for the challenges our community faces.

Respectfully,



Heather Cole  
Director, Be Healthy Berrien  
2015 Lakeview Avenue  
Saint Joseph, MI 49085  
269-982-4063  
[Heather.cole@uwsm.org](mailto:Heather.cole@uwsm.org)

## 2019 TwinCATS Road Funding Comments

1. General Comment – Evaluate all undivided 4-lane roads in Berrien County for a road diet conversion to an undivided 3-lane road made up of 2 through lanes and a dedicated center two-way left turn lane. This will free up the roadway for construction of bike lanes, sidewalks, and other features to accommodate all users. Livability improves as number of lanes decreases. See case studies FHWA-SA-15-052, Grand Rapids.
2. John Beers Rd & Cleveland to Stevensville City Limits – Stripe road with bike lanes on both sides to join with those at the Stevensville City limits. Reorganize busy intersection at John Beers and Cleveland with striping to indicate bike lanes and right hand turn vehicle lanes. Make more bike/pedestrian friendly with access to the high school and Martin’s Plaza. In the future, stripe bike lanes from intersection through to M-139. Unfortunately this is a dangerous intersection being so close to LHS. Road diets contribute to improved school safety. See case studies above.
3. John Beers to M-139. After resurfacing, stripe with bike lanes.
4. Napier Road (all stretches). I remember well when this street was 2-lane in the 1960s and Fairplain was a very desirable community in which to live. I played in the church basketball leagues at the Fairplain Jr. High and went to events at the Fairplain Parkview Baptist Church. As kids we rode our bikes from our homes in the Lincoln School neighborhood to caddy at Berrien Hills Country Club. It was a real mistake when they made it a 4-lane road where there was no longer any room to build sidewalks, bike lanes, or other features. It really downgraded the livability of the community. Today biking is out of the question and people have to either walk in the roadway or on “goat paths”. The road was made 4-lane to facilitate access to the newly built Fairplain Plaza, and later, the Orchards Mall. Fairplain became a “flyover” or “drive-over” community to get to the plaza and the mall. Both are now mere shells of their former selves, and M-139 is a mess. Road diet Napier from 4 to three lanes except where needed at intersections all the way out to LMC. Build sidewalks and other features and stripe bike lanes within the extra space. Real Estate values would increase with a more livable community.
5. Benton Harbor – Empire Ave, Pipestone Rd to east city limits. Stripe with bike lanes. Same with Broadway Ave from city limits to May St.
6. Bridgman – Lake St., Church St. to Gast Rd. Stripe with bike lanes. In the future, stripe with bike lanes all the way to Baroda and beyond to Berrien Springs. Stripe bike lanes also in downtown Bridgman to WEKO Beach. Join bike lanes with proposed separated path on Red Arrow coming up from New Buffalo to Bridgman.
7. St. Joseph – Langley Ave from Pearl St. to Napier. As kids we would ride our bikes to Kiwanis Park. The concrete shoulders on Langley are bumpy but quite wide and would make for good bike lanes. Why not continue with bike lanes on Langley from Pearl to Main St.? Biking in St. Joseph is quite dangerous. I’ve been hit twice by cars on my bike in the last 20 years in the city. They’ve done a pretty poor job in making roads in the city safe for cyclists. Also pedestrians undergo a “Frogger” experience as they pick their way through traffic trying to cross Main St. Main St. could use much improvement as it virtually bisects the city east and west. Road dieting and rest islands might solve the issue and make the city one.
8. Lake Blvd. in St. Joseph is a beautiful street to ride on. However, one must be ever vigilant in keeping an eye out for cars backing out of the angled parking on the bluff.. A car backed up into my path from an angled parking space, and collided with me on my bike about 4 years ago. The angled parking design creates a “cloaking” effect by the other upstream parked cars, as neither the rider nor the driver can see each other until it’s too late. Reverse angled parking might be the solution with the car backing into the space while parking. This allows for the driver to see upstream traffic when leaving the space.

Eric Mallen  
Stevensville



GUEST COLUMN

# Road diets good for health and safety

By ERIC MALLEN

Revamping the stretch of Red Arrow Highway between New Buffalo and Bridgman from four to three lanes, known as a "road diet," to accommodate the construction of a pedestrian/bike path is a good idea.

A road diet is the conversion of a four-lane undivided road to a three-lane undivided road made up of 2 through lanes and a dedicated center two-way left turn lane.

The Federal Highway Administration (FHWA-SA-17-066) cites the benefits of such road diets being a 19-47 percent reduction of rear-end and left-turn crashes through the use of a dedicated left-turn lane. On a traditional four-lane road, the left (inner) lane is also called the "fast" lane. Its design flaw becomes apparent when a vehicle in this lane slows down to make a left hand turn-onto a crossroad or business. Faster vehicles behind it either have to slow down to a stop, veer into the slower right (outer) lane, or worst case, rear-end crash into the left turning vehicle.

A dedicated left turn lane on a three-lane road replaces the two inner lanes on a four-lane road, allowing the left turning vehicle to be removed from the flow of traffic reducing rear-

end crashes. Also, fewer lanes to turn across leads to better sight lines and less sudden stopping movements that lead to left turn crashes. Other benefits include fewer lanes for pedestrians to cross and providing space for other uses, in this case a separated 10-foot-wide pedestrian/bike path.

During the 1950s and '60s, the focus of roadway projects was on system motor vehicle capacity leading to the expansion from two-lane to four-lane roads. No engineering guidance during the period considered a three-lane alternative. Consequently, four-lane roads became the norm. Despite this, the new three-lane design has been adopted successfully for the past couple of decades in many communities to help balance the needs of all roadway users.

The Federal Highway Administration recommends that road diets be considered for roads with traffic volumes of less than 20,000 vehicles per 24 hours. Upon reviewing the Berrien County Road Department Traffic Volume Map available on its website, the traffic volume on Red Arrow Highway from New Buffalo to Bridgman varies from 1,000 to 10,000 vehicles per 24 hours, well within the 20,000 threshold.

Those who oppose a Red Arrow Highway road diet argue

that the road is an emergency route when traffic needs to be rerouted off of I-94 due to weather, accidents, etc., resulting in traffic back-ups. Though true, these events are rare. In my discussions with Nick Schirripa, Michigan Department of Transportation spokesperson, and John Sytsma, MDOT Operations Engineer in Coloma, the estimated number of events requiring reroute from I-94 to this section of Red Arrow Highway is four two-hour events per year. This amounts to eight hours per year or 0.09 percent of the time.

They also stated that I-94 is six lanes in this stretch with adequate redundancy to take 1 lane out of service and keep traffic flowing without need to reroute. They have improved their procedures and work closely with state and local law enforcement and the Berrien County Road Department to keep traffic flowing during these events.

During the early to mid 1990s, Red Arrow Highway (Business Loop 94) from Glenlord Road in Stevensville north to St. Joseph was converted from four to three lanes. Though the bike lanes on the shoulders of this stretch could be wider in places, the redesign opened the route for pedestrian and bike travel. Also, Napier Avenue from the St. Joseph River in St. Joseph

to Union Avenue in Fairplain is being considered for a road diet to allow for bike lanes and sidewalks improving bike and pedestrian safety.

The Federal Highway Administration has provided many case studies (FHWA-SA-15-052) of communities that have completed successful road diets. Many of the studies mention that community leaders who were once skeptics were later pleased with the final result.

A road diet of Red Arrow Highway between New Buffalo and Bridgman that would accommodate a bike/pedestrian path would be a boon to the businesses and residents of the Harbor Country communities. The opportunity to safely visit a restaurant, park or commercial establishment on foot or bike in lieu of driving reduces vehicle congestion, improves health and reduces fuel consumption and air emissions. The benefits far out-weigh the occasional inconvenience of traffic reroute onto Red Arrow Highway from I-94. It would be a missed opportunity if this bike/pedestrian path could not be approved for lack of a road diet.

*Eric Mallen of Stevensville is a retired environmental specialist from AEP/Cook Nuclear Power Plant and is a citizen contributor/advocate for "Complete Streets" designs for multi-modal use.*

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## APPENDIX K | CONSULTATION

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

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

The goal of this process is to eliminate or minimize conflicts with other agencies' plans and programs that impact transportation, or for which transportation decisions may impact them. As required, SWMPC will consult with all possible entities responsible for programs mentioned above and welcome their input on future transportation projects. During the development of the 2020-2023 Transportation Improvement Program, SWMPC held discussions with various agencies responsible for carrying out transportation programs in the area as well as other interested and community agencies regarding any of their local plans and progress of the TIP. The agencies that were consulted regarding the proposed 2020-2023 TIP can be found on the following page.



<b>2020 -2023 TwinCATS TIP Consultation List</b>	
Andrews University- Architecture Program	MDOT Non-Motorized Transportation
Area Agency on Aging Region IV	MDOT Office of Passenger Rail
Be Healthy Berrien Partnership	MDOT Passenger Division
Benton Harbor Area Schools	Michigan Economic Development Corporation
Berrien County Conservation District	Michigan Department of Environmental Quality
Berrien County Department of Human Services	Michigan Department of Natural Resources
Berrien County Historical Association	Michigan State Housing and Development Authority
Berrien County Parks	Pokagon Band of Potawatomi Indians
Bridgman Schools	Sarrett Nature Center
Cornerstone Alliance	Southwest Michigan Land Conservancy
Countryside Academy	Southwest Michigan Regional Airport
Cycle Re-Cycle	St. Joseph Area Schools
Department of the Interior- Fish and Wildlife Service	Sustainable Business Forum
Disability Network Southwest Michigan	Two Rivers Coalition
Federal Aviation Administration; Michigan Division	Wightman and Associates- Architecture
Friends of the St. Joseph River	
Kinexus (Michigan Works!)	
Lake Michigan College- Napier Campus	
Lakeland Hospital	
Lakeshore School District	

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## APPENDIX L | APPROVALS



Southwest Michigan Planning Commission

376 West Main Street, Suite 130 • Benton Harbor, MI 49022-3651

### **APPROVAL OF THE TWIN CITIES AREA TRANSPORTATION STUDY FISCAL YEARS 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM**

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

**WHEREAS**, the Twin Cities Area Transportation Study (TwinCATS) is responsible for the development of a Transportation Improvement Program (TIP) for the Metropolitan Planning Organization; and

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

**WHEREAS**, the TwinCATS Fiscal Years 2020-2023 TIP has been developed and certified in accordance with the requirements of 23 CFR 450 in cooperation with state and local officials, with opportunities for public involvement, review and input; and

**WHEREAS**, the TwinCATS FY 2020-2023 TIP meets the principles and intent of Environmental Justice; and

**WHEREAS**, the Federal and non-federal programmed expenditures in the TwinCATS FY 2020-2023 TIP are constrained with the amount of revenues expected to be available during the four-year period;

**NOW, THEREFORE BE IT RESOLVED**, this the 17<sup>th</sup> day of June, 2019, that the TwinCATS Policy Committee finds the TwinCATS FY 2020-2023 TIP consistent with the goals of the TwinCATS 2045 Long Range Transportation Plan, fiscally constrained, conforms with Air Quality Standards and hereby approves the TwinCATS FY 2020-2023 Transportation Improvement Program.

ATTEST:

  
Richard Stauffer, Chair



## **SOUTHWEST MICHIGAN PLANNING COMMISSION**

376 W Main, Benton Harbor, MI 49022  
Phone: 269-925-1137 • Website: [www.swmpc.org](http://www.swmpc.org)

### **RESOLUTION 2019 - 3**

#### **APPROVING THE TWIN CITIES AREA TRANSPORTATION STUDY (TwinCATS) FISCAL YEARS 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM**

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

**WHEREAS**, the Twin Cities Area Transportation Study (TwinCATS) is responsible for the development of a Transportation Improvement Program (TIP) for the Metropolitan Planning Organization; and

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

**WHEREAS**, the TwinCATS Fiscal Years 2020-2023 TIP has been developed and certified in accordance with the requirements of 23 CFR 450 in cooperation with state and local officials, with opportunities for public involvement, review and input; and

**WHEREAS**, the TwinCATS FY 2020-2023 TIP meets the principles and intent of Environmental Justice; and

**WHEREAS**, the Federal and non-federal programmed expenditures in the TwinCATS FY 2020-2023 TIP are constrained with the amount of revenues expected to be available during the four-year period;

**NOW, THEREFORE BE IT RESOLVED**, this the 18<sup>th</sup> day of June, 2019, that the Southwest Michigan Planning Commission finds the TwinCATS FY 2020-2023 TIP consistent with the goals of the TwinCATS 2045 Long Range Transportation Plan, fiscally constrained, conforms with Air Quality Standards and hereby approves the FY 2020-2023 TwinCATS Transportation Improvement Program.

ATTEST:

  
Don Hanson, Chair  
Southwest Michigan Planning Commission

ATTEST:

  
John Egelhaaf, Executive Director  
Southwest Michigan Planning Commission



**Michigan Division**

September 26, 2019

315 W. Allegan Street, Room 201  
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Michigan.FHWA@dot.gov

In Reply Refer To:  
HDA-MI

Mr. Todd White  
Director  
Bureau of Transportation Planning (B340)  
Michigan Department of Transportation  
Lansing, Michigan

FY 2020-2023 Statewide Transportation Improvement Program (STIP) Approval and Federal  
Planning Finding

Dear Mr. White:

Thank you for the submittal of the FY 2020-2023 Statewide Transportation Improvement Program (STIP) for the State of Michigan, per your letter of August 15, 2019 (attached). FHWA and our partners at the Federal Transit Administration (FTA) have reviewed the development of the STIP and find it was done in accordance with Federal regulations (23 CFR 450.218). With this approval, the FY2020-2023 STIP will be the officially recognized STIP for Michigan, incorporating each MPO FY2020-2023 TIP by reference.

Also attached is the Federal Planning Finding. The finding is a formal action taken by the FHWA and FTA, with the approval of the STIP, to ensure that the STIP and TIPs are developed according to Statewide and metropolitan transportation planning processes.

If you have any questions, please contact Andy Pickard of FHWA staff at [andy.pickard@dot.gov](mailto:andy.pickard@dot.gov) or Susan Weber of FTA staff at [susan.weber@dot.gov](mailto:susan.weber@dot.gov).

Sincerely,

Kelley Brookins  
Regional Administrator  
Federal Transit Administration

Sincerely,

Russell L. Jorgenson, P.E.  
Division Administrator  
Federal Highway Administration