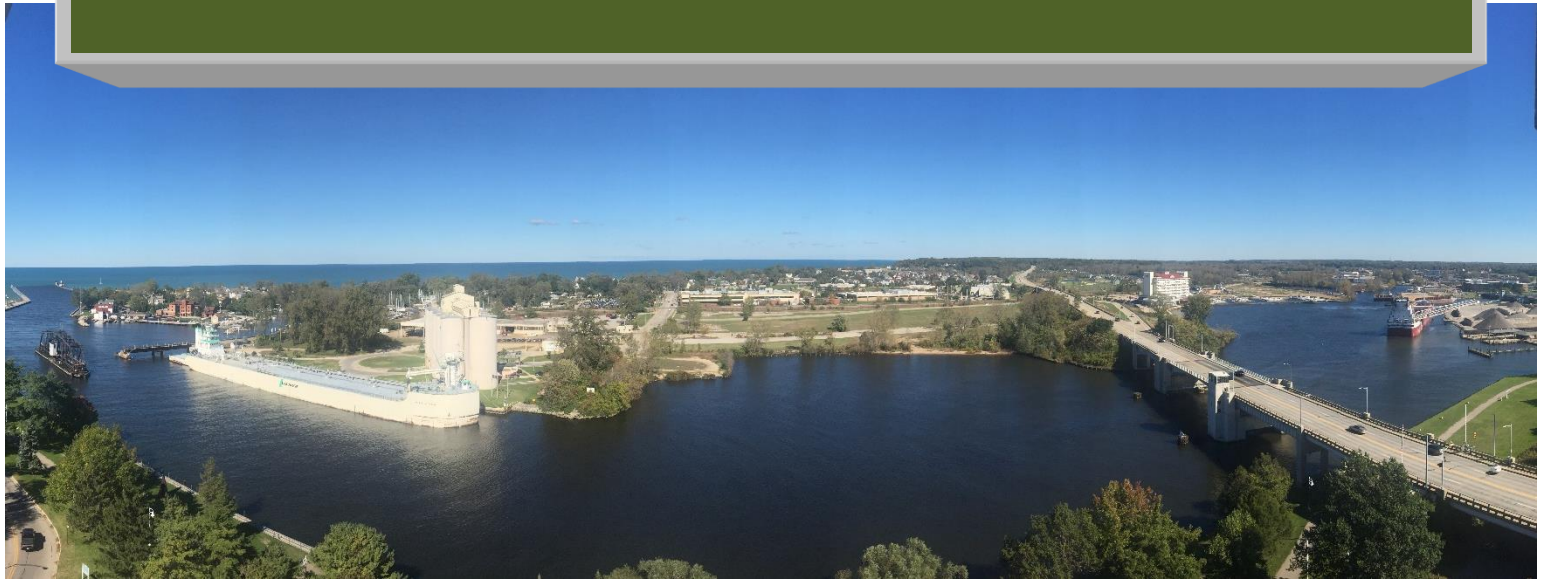


TRANSPORTATION IMPROVEMENT PROGRAM



TWIN CITIES AREA TRANSPORTATION STUDY

SERVING THE
BENTON HARBOR – ST. JOSEPH URBANIZED AREA

FY 2023-2026

Adopted by the Southwest Michigan Planning Commission on June 21, 2022

The Southwest Michigan Planning Commission (SWMPC) prepared this document in cooperation with the Michigan Department of Transportation, municipalities, transportation agencies, organizations, and departments throughout Berrien, Cass, and Van Buren Counties in Michigan. Document preparation was financed in part by the United States Department of Transportation, the Michigan Department of Transportation, the SWMPC and its members. The information, opinions, findings and conclusions in this publication are the SWMPC's and not necessarily those of the Federal Highway Administration, the Federal Transit Authority, or Michigan Department of Transportation. The Southwest Michigan Planning Commission reaffirms its nondiscrimination policy, its Title VI Civil Rights Plan and Limited English Proficiency Plan (LEP) that were updated and re-adopted in 2020.

The SWMPC will not discriminate against any employee or applicant for employment, or firm or service provider because of race, color, national origin, religion, sex, gender, handicap or age, and will take affirmative action to ensure that applicants are evaluated without regard to their race, color, national origin, religion, sex, gender orientation, gender identity, handicap or age. This requirement shall apply to and not be limited to the following: employment, upgrade or demotion; recruitment; temporary and permanent layoff or termination; rates of pay or other forms of compensation; selection for any training or apprenticeship and participation in recreational and educational activities. The Southwest Michigan Planning Commission complies with all applicable statutes on equal employment opportunity and is governed by the provisions of such statutes including enforcement provisions.

The Commission complies with the regulations pursuant to the provisions of Title VI of the Civil Rights Act of 1964. An employee or volunteer of the Southwest Michigan Planning Commission whose job or participation requires direct involvement in its projects must be willing to follow those operational procedures established as policy by the SWMPC and the directives of its administrators. Further, the Southwest Michigan Planning Commission shall provide as part of its formulation of housing policy plans and any other plans, that it will address the elimination of the effects of discrimination in housing and planning based on race, color, national origin, religion, sexual orientation, gender, disability, or age. The Southwest Michigan Planning Commission will address the real relationship between housing problems and the location of racial minorities. They shall also provide safeguards for the future pursuant to Title VIII of the Civil Rights Act of 1968.

Further, it is the policy that the Southwest Michigan Planning Commission will not, on the basis of disability, directly or indirectly through contractual licensing or other arrangements: a) Deny a qualified disabled person the opportunity to participate or benefit from any aid, benefit, or service that is not equal to that afforded persons who are not disabled; b) Deny or limit a qualified disabled person the opportunity to participate in conferences or planning or in the enjoyment of any right, privilege, advantage, or opportunity enjoyed by others receiving an aid, benefit, or service; c) Does not require that disabled and non-disabled persons produce the identical result or level of achievement, but does afford equal opportunity to obtain the same result, benefit and/or level of achievement; d) Deny a qualified disabled person the opportunity to participate in programs that are not separate or different.

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INTRODUCTION

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

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

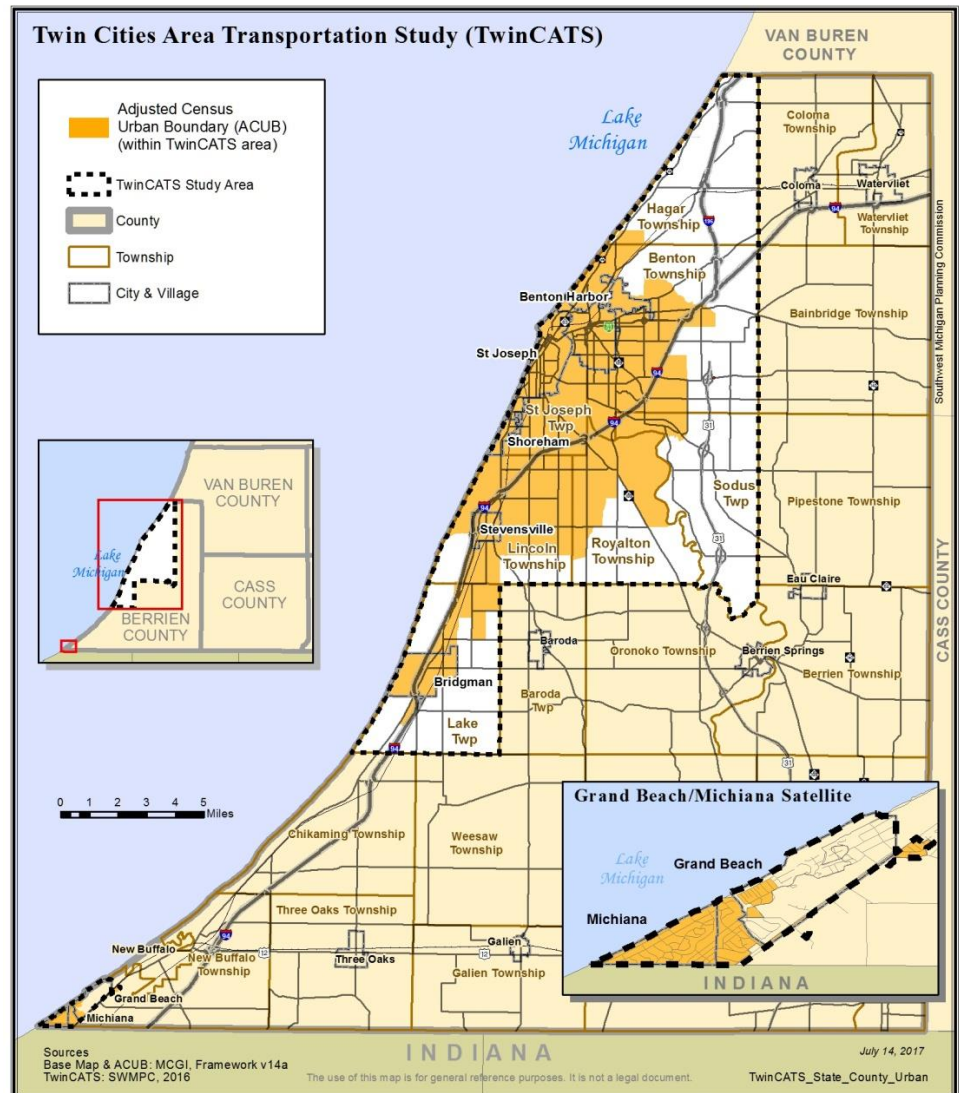
Section 450.306 identifies ten planning factors to identify the “scope of the metropolitan transportation planning process.” These include:

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

Cities & Villages	Townships	Counties	State & Local Agencies
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: Board of Commissioners Planning Commission Road Department	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.



TRANSPORTATION IMPROVEMENT PROGRAM

The TwinCATS Fiscal Years 2023-2026 Transportation Improvement Program (2023-2026 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 (2023-2026). Additionally, the TIP identifies all projects by Federal funding program and by the year.

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

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

TIP ADOPTION

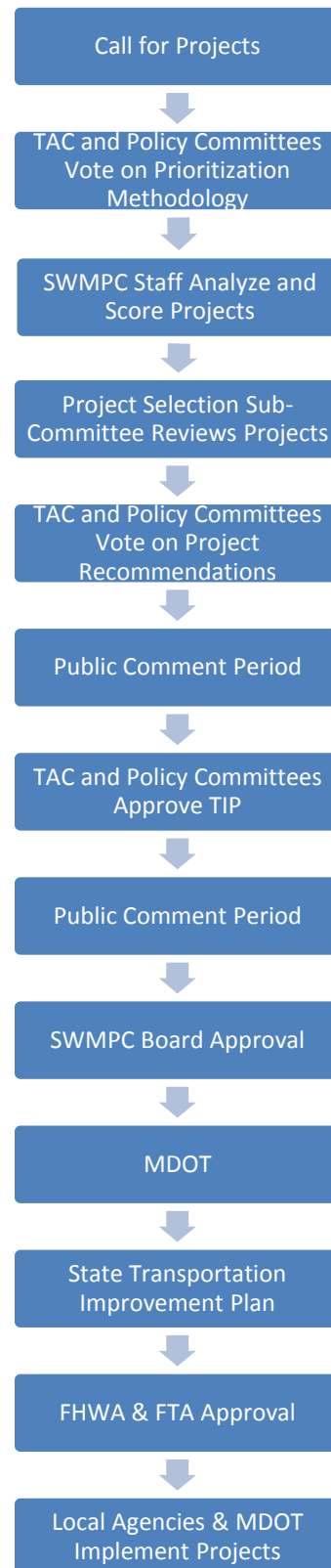
Adoption of the TwinCATS 2023-2026 is subject to review and adoption by the TwinCATS Policy Committee. Once the TIP is reviewed and adopted, the SWMPC Governing Board affirms the decisions of the TwinCATS Committee by having final approval of the TIP.

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

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

RELATIONSHIP TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

After approval by 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%

Next Scheduled TIP Update

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

TRANSPORTATION PROJECT DEVELOPMENT PROCESS

The federal metropolitan planning requirements exert a direct influence on the types of projects that are developed and submitted to the MPO for inclusion in TIP. However, project development typically occurs at the state and local levels and may be pursued for a variety of reasons and may have multiple sponsors.

Identifying Needs

Projects can originate from a variety of sources. Most originate through the following agencies: local governments, the state government, and public transit providers; each of which are listed below.

Local Government

Transportation projects are often first identified through local planning, which is performed by the Berrien County Road Department 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
- Village of Shoreham

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 2023-2026 TIP, MDOT has estimated that TwinCATS allocation will be approximately \$4.7 million over the four-year period. During the Call for projects, TwinCATS received requests to use a total of \$14.7 million in STBG funding. This requires a selection process to choose the best projects. All projects not selected are added to the 2023-2026 illustrative list of projects (see list of illustrative projects in appendix H).

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 July 19, 2021 (**Appendix E**).



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 2023-2026 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

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.

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

SAFETY

The Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to annually set targets for five safety performance measures. MDOT coordinated the establishment of safety targets with the 14 MPOs in Michigan through monthly Target Coordination meetings and through discussions at various meetings of the Michigan Transportation Planning Association (MTPA). MDOT officially adopted the 2022 state safety targets in the Highway Improvement Program annual report dated August 31, 2021. On February 28, 2022, TwinCATS adopted MDOT'S 2022 Safety targets.

Performance Measure	Description	Base Data - 2020		State Target 2022	Data Source
		TwinCATS	State		
Number of fatalities.	The number of fatalities due to a vehicular crash.	8.4	1028.2	1065.2	Michigan Crash Facts
Fatalities per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	0.82	1.051	1.098	Michigan Crash Facts & HPMS
Number of serious injuries.	The number of serious injuries due to a vehicular crash	52.8	5,673.2	5,733.2	Michigan Crash Facts
Serious injuries per 100 million vehicle miles traveled (VMT).	The rate of serious injuries based on the total miles driven in the area.	4.15	5.778	5.892	Michigan Crash Facts & HPMS
Non-motorized fatalities, serious injuries.	The number of pedestrians and bicyclists seriously injured or killed due to a vehicular crash.	7.0	762.8	791.6	Michigan Crash Facts

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

Anticipated Effect of the Safety Performance Measures

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

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

FHWA CFR Desktop Reference Guide

Over the period of 2023-2026 MDOT has programed 1.4 million dollar in federal highway safety funds (HSIP) for improving pavement markings. The Congestion Mitigation and Air Quality Improvement (CMAQ) program is also being used on safety projects. Local road agencies are using CMAQ funds to improve traffic signals and provide non-motorized paths. While the primary purpose of CMAQ is to reduce transportation emissions, it is expected that these projects will also lead to significant safety benefits.

Applications to use the TwinCATS STBG funding were scored on all performance criteria including safety. Applicants were asked to identify each safety counter measure, their project would provide based on the MDOT crash reduction factor (CRF) list included in the statewide HSIP allocation. Points were awarded based on the number of countermeasures a project will provide. The table below summarizes the safety countermeasure each local-agency STBG funded project in the TIP will include.

Year	Job Number	Agency	Project	Safety Counter Measures	Number of counter measures
2023	200086	Berrien CRD	W Napier Ave Resurfacing	Resurface, add high friction surface treatment	2
2023	202589	Berrien CRD	E John Beers Rd Resurfacing	Resurface Widen Shoulders,	3
2023	202019	Bridgman	Lake Street Resurfacing	Light mark cross walks, Add bike lanes	2
2024	215931	Berrien CRD	Lincoln Avenue Resurfacing	Install guardrail	2
2024	215933	St. Joseph	Lake Boulevard Resurfacing	Recessed pavement markings, reflective sheeting on all posts on all stop signs. Replace all regulatory and warning signs with retroreflective signage.	3

2024	215935	Benton Harbor	Pipestone Resurfacing	Installation of new recessed pavement markings and permanent traffic control signs.	3
2025	215936	Benton Harbor	Colfax Avenue Reconstruction	Installation of new recessed pavement markings and permanent traffic control signs.	3
2025	215937	St. Joseph	Botham Reconstruction	Recessed pavement markings, reflective sheeting on all posts on all stop signs. Replace all regulatory and warning signs with retroreflective signage.	3
2026	215942	Berrien CRD	Red Arrow Hwy Resurfacing with Road Diet and non-motorized path	4 to 3 lane conversion, added center turn lane, add a 10 ft. non-motorized path, widen shoulders, install guardrail, Replace all regulatory and warning signs with retroreflective signage	7
2026	215943	Stevensville	John Beers Rd. Reconstructon	Recessed Durable Pavement Markings. Improved signage	3

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 January 11, 2021, the TwinCATS Technical and Policy Committees voted to support the Michigan Department of Transportation individual adjusted four-year pavement condition, bridge condition, and system reliability performance measure targets. TwinCATS supports these targets by planning and programming projects so they contribute to the accomplishment of the statewide targets.

Established Statewide Infrastructure Condition Targets

Pavement Condition

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

Bridge Condition

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

While FHWA will determine whether a State DOT has met or made significant progress toward meeting these targets, it will not directly assess progress toward meeting targets at the regional level. 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

On January 11, 2021, the TwinCATS Technical and Policy Committees voted to reaffirm support for the Michigan Department of Transportation's individual four-year system performance targets by planning and programming projects so they contribute to the accomplishment of the overall statewide targets, thereby fulfilling the requirements related to system performance measure target setting established under MAP-21 and the FAST Act. These targets are below

Established Statewide System Reliability Targets

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

The System Performance Measures Final Rule Reliability measures are:

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

TRANSIT ASSET MANAGEMENT

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

- **Tier I** – A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak-time regular service across all fixed route modes or in any one nonfixed route mode; or a provider who operates rail transit.
- **Tier II** – A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak -time regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-

recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the TwinCATS MPO, Twin Cities Area Transportation Authority is classified as a Tier II operator. The final SGR performance measures that all Tier II Locally Operated Transit Services are required to adopt are:

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

Twin Cities Area Transportation Authority State of Good Repair Asset Performance Targets

Asset Category	Assets	2018 Status	2020 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

ULB – Useful Life Benchmark

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

Source: Twin Cities Area Transportation Authority

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

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

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

On July 19, 2021 the Twin Cities Area Transportation Study agreed to set Public Transportation Safety Targets by supporting the targets contained in the Twin Cities Area Transportation Authority Public Transportation Agency Safety Plan, as updated on July 9, 2021

A. Fatailities

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

B. Injuries

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

C. Safety Events

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

D. System Reliability

- Mean distance between major mechanical failure

Service Mode	Fatalities	Fatalities per 100K VRM	Injuries	Injuries per 100K VRM	Safety Events	Safety Events per 100K VRM	System Reliability VRM/Failures
Demand Response	0	0	1	.3	9	2,74	54,600
Fixed Route	0	0	0	0	6	2.9	20,000

TIP IMPACTS

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

TwinCATS Projects	Pavement	Bridge	Safety	Reliability
Napier Ave. - Benton Twp. - 2023	+		+	
John Beers Rd. - Royalton Twp. - 2023	+		+	
Lake St. - City of Bridgman - 2023	+		+	
Pipestone & Market St Signal Upgrade - City of Benton Harbor - 2023			+	+
Lincoln Ave. - St. Joseph Twp. - 2024	+		+	
Lake Blvd. - City of St. Joseph - 2024	+		++	
Pipestone Ave. - City of Benton Harbor - 2024	+		++	
Multiple Signal upgrades - Townships Berrien County - 2024			+	++
Empire & Colfax Signal Upgrade - City of Benton Harbor - 2024			+	+
Botham Ave. - City of St. Joseph - 2025	++		++	
Colfax Ave. - City of Benton Harbor - 2025	++		+	
Red Arrow Hwy. - Lake Twp. - 2026	+		++	+
John Beers Rd - Village of Stevensville - 2026	++		+	
Sidewalk for John Beers Road - Lincoln Twp. - 2026			+	

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

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

FINANCIAL PLAN

Introduction

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

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

SOURCES OF TRANSPORTATION FUNDING

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

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

Cooperative Revenue Estimation Process

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

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of metropolitan planning organizations (MPOs) and

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

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

HIGHWAY FUNDING

Sources of Federal Highway Funding

Receipts from Federal motor fuel taxes (plus some other taxes related to trucks¹) are deposited in the Federal Highway Trust Fund (HTF). These funds are then apportioned to the states, being distributed through formulas set by law. The current law governing these apportionments is the Infrastructure Investment and Jobs Act (IIJA). Through this law, Michigan receives approximately \$1.1 billion in Federal-aid highway funding annually. This funding is apportioned in the form of a number of programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows.

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

Surface Transportation Block Grant Program (STBG): Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to Federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the Federal government is split, with slightly more than half

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

allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

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

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

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

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

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

Other Federal-Aid Highway Funds: In addition to the core Federal-aid highway funds described above, there are other Federal-aid funds for highway infrastructure. With the exception of the Rail-Highway Crossings and National Highway Freight programs, which are apportioned to the states each year, the other programs are competitive funds that states or local agencies apply for directly from the U.S. Department of Transportation (USDOT). **Other Federal-Aid Highway Funds** include, but are not limited to:

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

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds

At least every two years, allocations are calculated for each of these programs, based on Federal apportionments and rescissions² and on state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations for FY 2023, as released by MDOT on February 4, 2022, are used as the baseline for this FY 2023-2026 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of Federal-aid highway funds received will increase by 2% each year during the FY 2023-2026 TIP period.

Sources of Highway Funding Generated at the State Level

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

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

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

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

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

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

⁴ Act 51 of 1951, Section 10(1)(j).

When these changes take full effect in the 2020-21 state fiscal year, which starts October 1, 2020, MTF revenue is anticipated to increase by approximately \$1.2 billion annually,⁵ from the \$2.856 billion raised in fiscal year 2018-19⁶ to over \$4 billion annually.

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

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

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

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

Rebuilding Michigan Program

Rebuilding Michigan is a program to rapidly improve the condition of the state Trunkline highway system throughout Michigan. Initiated by Gov. Whitmer's administration in January 2020, it contains a bonding component and an acceleration component. The \$3.5 billion bonding component, funded through sales of bonds on the market, will finance 49 projects to rebuild or replace roads and bridges throughout the state. The \$954.4 million acceleration component, made possible through the bonding

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

⁶ Michigan Department of Transportation, MDOT Report 139 (Schedule A) at https://www.michigan.gov/documents/mdot/Rpt139SchA_676118_7.pdf.

component's freeing up of previously-programmed Federal-aid highway funding, allows 73 scheduled projects on the Trunkline system to be moved up, completed years before they otherwise would have been.

Sources of Locally-Generated Highway Funding

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

State Trunkline Funding

The State of Michigan maintains an extensive network of highways across the state and within the TwinCATS area. Each highway with an **I-**, **M-**, or **US-** designation (e.g. I-94, US-31, M-60), is part of this network, which is known as the **State Trunkline System**. The portion of the State Trunkline System in the TwinCATS area is comprised of over 349 lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital assets that require periodic repair, replacement, reconstruction, or renovation. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). MDOT has provided TwinCATS with a list of projects planned for the portion of the Trunkline system within the TwinCATS area over the FY 2023-2026 TIP period. As a matter of standard operating procedure, it is assumed that the Trunkline project list provided to TwinCATS (and similar lists provided to the other MPOs in the state) is constrained to reasonably available revenues.

Innovative Financing Strategies--Highway

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

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

non-Federal funding was frequently unavailable in past years to match all of the Federal funding apportioned to the state.

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

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

Bonding: A government bond represents debt that is issued by a government and sold to investors to support government spending. The bond issuer is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specified period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk--the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

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

Advance Construct/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with Federal-aid funds for the Federal share of the project in a future year (advance construct conversion).

⁷ FHWA Office of Innovative Program Delivery. "Project Finance: An Introduction" (FHWA, 2012).

Tapered conversion, where the agency is reimbursed over a period of two or more years, can also be programmed. Advance construct allows for the construction of highway projects before Federal-aid funding is available; however, the agency must have the fiscal capacity to build the project using its own resources up front and defer Federal-aid reimbursement to a later year.

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

OPERATIONS AND MAINTENANCE OF THE FEDERAL-AID HIGHWAY SYSTEM

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. *Operations and maintenance* includes those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

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

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

⁸ http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm.

provide a total of approximately \$21.34 million estimated operations and maintenance costs on the state Trunkline system in the TwinCATS area from FY 2023 through 2026

Local Act-51 road agencies (county road commissions, incorporated cities, and incorporated villages) are responsible for operating and maintaining the roads they own, including those roads they own designated as part of the Federal-aid system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-mile of road in the system has an approximately equal operations and maintenance cost. There are 395 lane miles of locally-owned road on the Federal-aid network in the TwinCATS area. Therefore, applying the per-lane-mile cost of maintenance derived from MDOT Southwest Region's FY 2021 estimate to the number of lane-miles of locally-owned Federal-aid eligible road in the TwinCATS area yields an annual maintenance cost of \$5.27 million in the base year of FY 2021, or a total of \$24.19 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

Finally, adding together the Trunkline and locally-owned per-lane mile costs yields a total of \$9.9 million in the base year of FY 2021 for estimated operations and maintenance costs on the entire Federal-aid system in the TwinCATS area, or a total of \$45.5 million over the life of the FY 2023-2026 TIP, adjusted for year of expenditure.

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

Highway Commitments and Projected Available Revenue

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

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

Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as year of expenditure, or YOE) in the year in which the

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

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

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

TRANSIT FUNDING

Sources of Federally-Generated Transit Funding

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

Section 5307: This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations), transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds

can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 200,000 population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor's apportionment. The Transit agency serving the TwinCATS Area, The Twin Cities Area Transportation Authority (TCATA), is the only designated 5307 recipient for the Benton Harbor Urbanized Area.

Section 5310, Elderly and Persons with Disabilities: Funding for 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 activities from the former New Freedom program. Urbanized areas in the state with populations over 200,000 receive an apportionment of Sec. 5310 funding directly from the Federal government. The State of Michigan allocates funding in remaining areas of the region on a per-project basis.

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

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

Other Federal-Aid Transit Funds: In addition to the core Federal-aid transit funds described above, there are other Federal-aid funds for transit. These other programs are competitive funds that local public transit agencies apply for directly from the Federal Transit Administration (FTA) U.S. Department of Transportation (USDOT). **Other Federal-Aid Transit Funds** include, but are not limited to:

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

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the Federal-aid transit funding source. Transit agencies use this apportionment information to estimate the amount of

Federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the Federal amounts programmed into the FY 2023-2026 TIP by each transit agency to be constrained to reasonably-expected available revenues.

Sources of State-Generated Transit Funding

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 directs 10 percent of tax receipts credited to the MTF (after certain deductions) to a subaccount of the MTF called the Comprehensive Transportation Fund (CTF).⁹ Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.¹⁰ Funding from the CTF is used by public transit agencies for matching the required 20 percent match for capital projects utilizing federal funds and to supplement local operating match for federal grants.

Base and Assumptions Used in Forecast Calculations of State Transit Funds

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

Sources of Locally-Generated and Dedicated Transit Funding

Michigan has a long list of counties and communities that provide a dedicated source of local funding for public transit. Within the TwinCATS urbanized area the only dedicated funding source comes from a millage in the City of Benton Harbor. The funding that is collected is the only reliable local source of annual revenue that provides support to transit operations and capital match costs for TCATA. Until there is an additional form of reliable local revenue there will be limited opportunities to expand transit service within the TwinCATS urbanized area.

Transit Millage

The City of Benton Harbor levies 0.2436 mills on all real and tangible personal property in the City of Benton Harbor for the exclusive purpose of financing the contractual obligation created by the contract between the City of Benton Harbor and the Twin Cities Area Transportation Authority for a period of 20 years beginning in 2008.

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

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

Passenger Fares

All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc. It also includes revenue from contracts with human service agencies.

Base and Assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the FY 2023-2026 TIP by TCATA are considered to be constrained to reasonably-expected available revenues.

Innovative Financing Strategies--Transit

Sources of funding for transit are not limited to the Federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the **Innovative Financing Strategies—Highway** section). The Federal government also allows the use of toll credits to match Federal-aid funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.¹¹

Transit Capital and Operations

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

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

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

¹¹ FHWA Office of Innovative Program Delivery at http://www.fhwa.dot.gov/ipd/finance/tools_programs/Federal_aid/matching_strategies/toll_credits.htm.

exceed the amount reasonably expected to be available from that transit funding source in any of the four years of the TIP.

FISCAL CONSTRAINT DEMONSTRATION TABLE

Funding Source	2023	2024	2025	2026	Total
Federal Funding for Local Road Agencies					
STBG Allocated	\$1,147,002	\$1,169,000	\$1,193,000	\$1,216,000	\$4,725,002
STBG Programed	\$920,000	\$1,048,000	\$1,068,000	\$1,088,000	\$4,124,000
CRP Allocated	\$134,000	\$137,000	\$140,000	\$143,000	\$554,000
CRP Programed	\$0	\$0	\$0	\$0	\$0
CMAQ Allocated	\$218,517	\$448,214	\$48,294	\$400,000	\$1,115,025
CMAQ Programed	\$218,517	\$448,214	\$48,294	\$400,000	\$1,115,025
Locally Maintained Road Total Allocated	\$1,147,002	\$1,169,000	\$1,193,000	\$1,216,000	\$4,725,002
Locally maintained Road Total Programed	\$920,000	\$1,048,000	\$1,068,000	\$1,088,000	\$4,124,000
Federal Funding for MDOT					
IM Allocated	\$3,672,000	\$0	\$0	\$1,623,914	\$5,295,914
IM Programed	\$3,672,000	\$0	\$0	\$1,623,914	\$5,295,914
NH Allocated	\$2,365,609	\$0	\$19,993,209	\$211,873	\$22,570,691
NH Programed	\$2,365,609	\$0	\$19,993,209	\$211,873	\$22,570,691
STBG Allocated	\$0	\$601,050	\$0	\$2,000,043	\$2,601,093
STBG Programed	\$0	\$601,050	\$0	\$2,000,043	\$2,601,093
Bridge Fund	\$83,013	\$0	\$797,060	\$2,343,621	\$3,223,694
Bridge Fund	\$83,013	\$0	\$797,060	\$2,343,621	\$3,223,694
HSIP Allocated	\$398,982	\$266,834	\$273,231	\$506,017	\$1,445,064
HSIP Programed	\$398,982	\$266,834	\$273,231	\$506,017	\$1,445,064
Total for MDOT	\$6,519,604	\$867,884	\$21,063,500	\$6,685,468	\$35,136,456
Total for MDOT	\$6,519,604	\$867,884	\$21,063,500	\$6,685,468	\$35,136,456
Total Federal Funding for Roadways					
Highway Total Allocated	\$8,019,123	\$2,622,098	\$22,444,794	\$8,444,468	\$41,530,483
Highway Total Programed	\$7,658,121	\$2,364,098	\$22,179,794	\$8,173,468	\$40,375,481
Federal Funding for Transit					
5307 Allocated	\$1,101,551	\$1,123,582	\$1,146,054	\$1,168,975	\$4,540,162
5307 Programed	\$1,101,551	\$1,123,582	\$1,146,054	\$1,168,975	\$4,540,162
5339 Allocated	\$79,328	\$80,915	\$82,533	\$84,184	\$326,961
5339 Programed	\$0	\$0	\$0	\$0	\$0
5310 Allocated	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
5310 Programed	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CMAQ Allocated	\$168,000	\$0	\$480,000	\$0	\$648,000
CMAQ Programed	\$168,000	\$0	\$480,000	\$0	\$648,000
Total Allocated for Transit	\$1,423,879	\$1,279,497	\$1,783,587	\$1,328,159	\$5,815,122
Total Programed for Transit	\$1,344,551	\$1,198,582	\$1,701,054	\$1,243,975	\$5,488,162
Grand Total for Federal Surface Transportation Funding					
Grand Total Allocated	\$9,548,002	\$3,886,595	\$24,213,381	\$9,757,627	\$47,405,605
Grand Total Programed	\$9,139,730	\$3,547,680	\$23,865,848	\$9,402,443	\$45,955,701

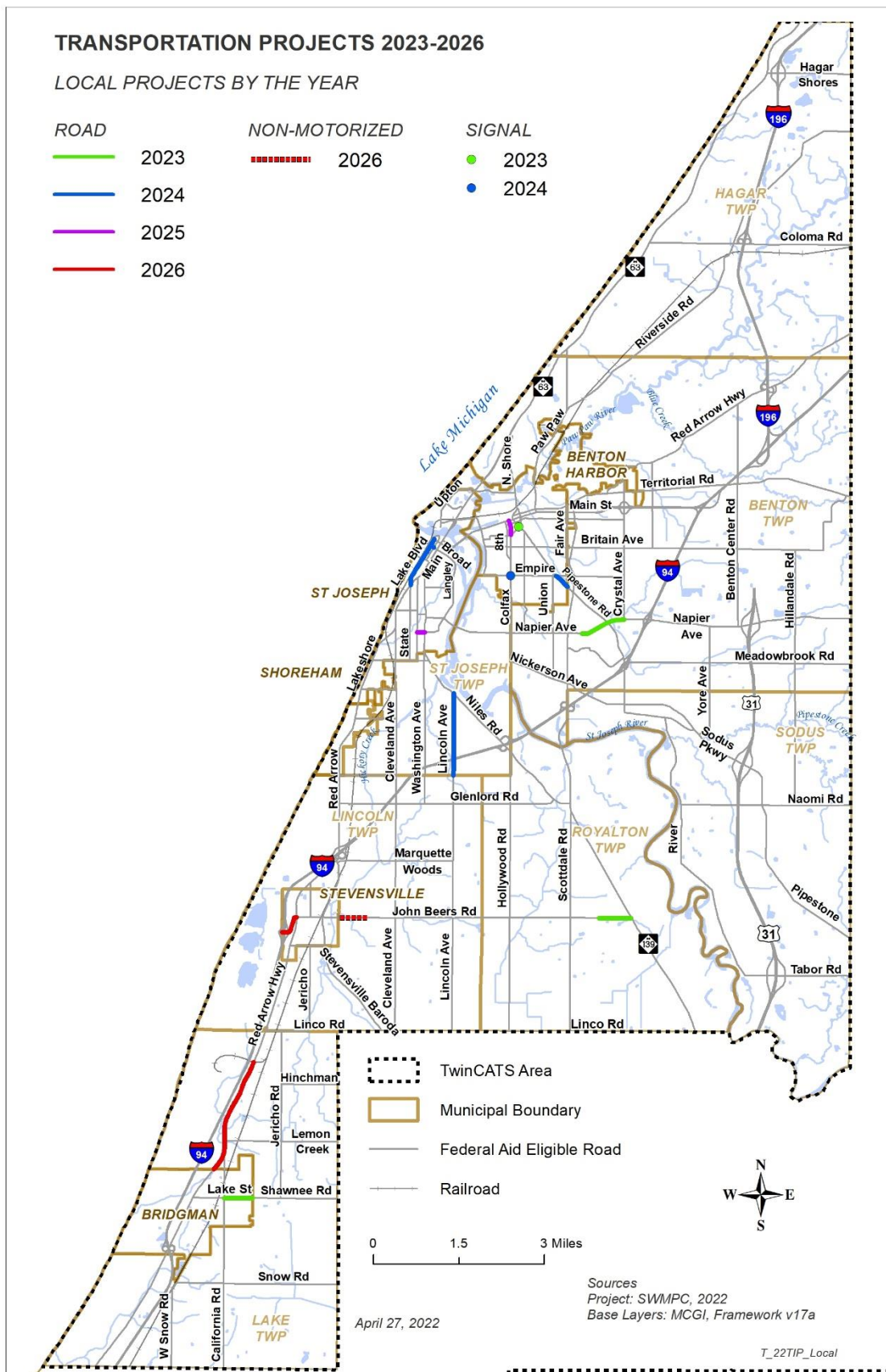
2023-2026 TRANSPORTATION PROJECTS

Projects included in the FY 2023-2026 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
- MDOT Projects - Map
- MDOT Projects – Table
- Public Transit Projects



Federally Funded Projects on Locally Maintained Roads



STBG Funded Projects on Locally Maintained Roads

FY 2023 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
200086	Berrien CRD Benton Twp.	W Napier Ave	Plaza Dr. to Crystal Ave	Mill and Fill. ADA sidewalk ramp upgrades as required.	\$256,000	\$64,000	\$320,000
202019	Berrien CRD Royalton Twp.	E John Beers Rd	Edison Road to M-139	Resurface	\$224,000	\$56,000	\$280,000
202589	City of Bridgman	Lake Street	Church Street to Gast Road	Crush and shape.	\$440,000	\$111,000	\$551,000
Total Funds Programmed					\$920,000	\$231,000	\$1,151,000
Federal STBG Funds Allocated					\$1,146,002		
Balance					\$226,002		

FY 2024 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
215931	Berrien CRD St. Joseph Twp.	Lincoln Avenue	M-63 to Maiden Lane	HMA Mill & Fill, Drainage structure adjustment	\$241,500	\$58,500	\$300,000
215933	City of St. Joseph	Lake Boulevard Resurfacing	Lake Boulevard - Hatch Street to Ship Street & Broad Street - Lake Boulevard to State Street	Cold mill and resurface. Replace sidewalk ramps and install detectable warning panels as needed to meet current ADA standards.	\$636,000	\$152,400	\$788,400
215935	City of Benton Harbor	Pipestone Resurfacing	Empire Avenue to City Limits	Resurfacing of the roadway and ADA sidewalk upgrades.	\$170,500	\$41,000	\$211,500
Total Funds Programmed					\$1,048,000	\$251,900	\$1,299,900
Federal STBG Funds Allocated					\$1,169,000		
Balance					\$121,000		

STBG Funded Projects on Locally Maintained Roads

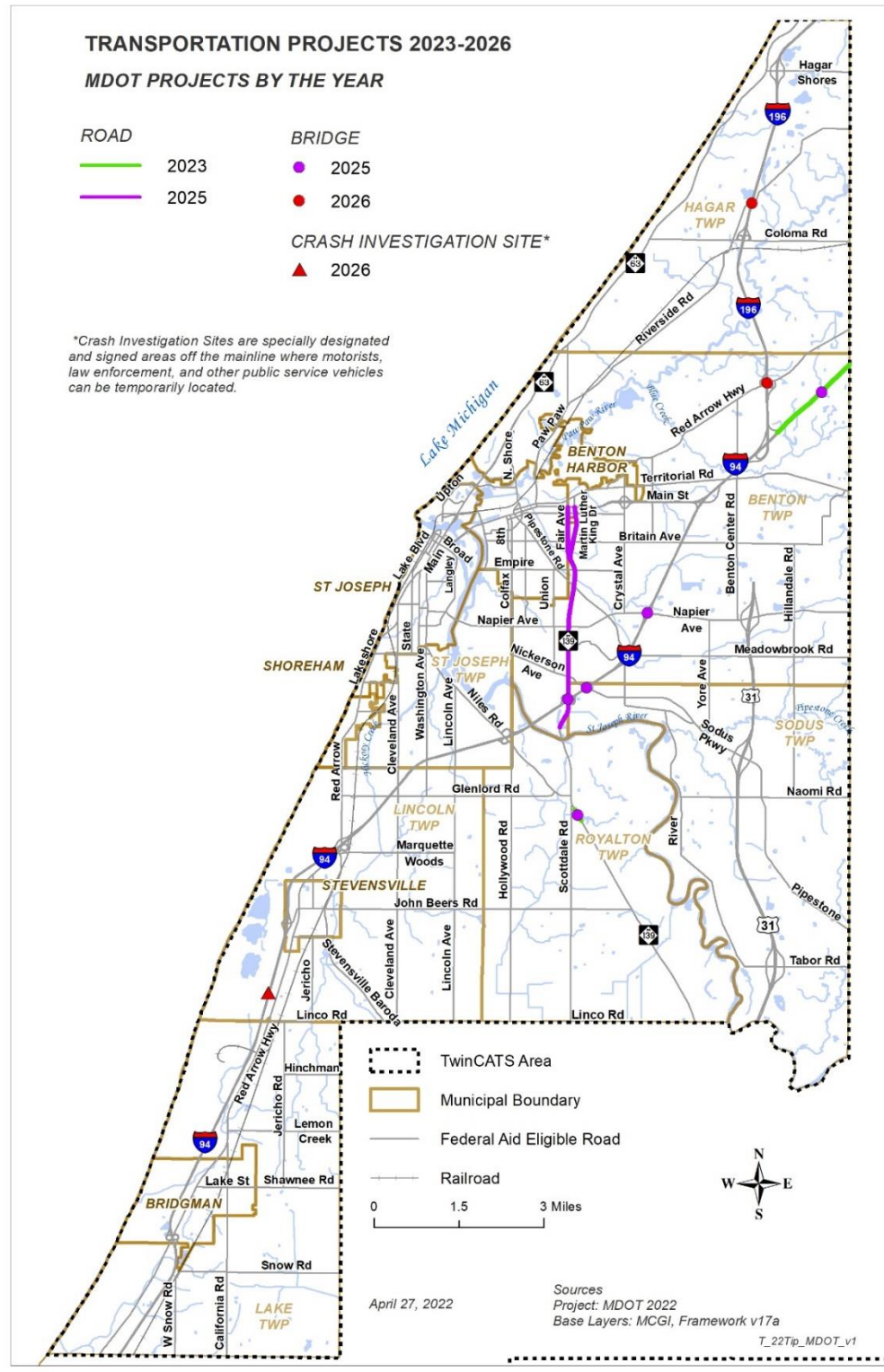
FY 2025 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
215936	City of Benton Harbor	Colfax Avenue Reconstruction	Main Street to Market Street	Reconstruction of the roadway, replacement of water main, sanitary sewer, and storm sewer, and ADA sidewalk upgrades.	\$673,000	\$356,100	\$1,029,100
215937	City of St. Joseph	Botham Reconstruction	South State Street to Niles Avenue	Full reconstruction with all underground utilities Crosswalks, sidewalks, etc. Will be designed to meet current ADA standards.	\$395,000	\$211,500	\$606,500
Total Funds Programmed					\$1,068,000	\$567,600	\$1,635,600
Federal STBG Funds Allocated					\$1,192,000		
Balance					\$124,000		

FY 2026 STBG Funded Projects							
Job #	Agency / Location	Project	Limits	Description	Federal	Local	Total
215942	Berrien CRD Lake Twp.	Red Arrow Hwy	Bridgman Limits to DC Cook	HMA Mill & Fill, Road Diet, Drainage Reconstruct, Guardrail, non-motorized path	\$640,000	\$1,919,566	\$2,559,566
215943	Village of Stevensville	John Beers	Red Arrow Highway to West Village Limit	Reconstruct with 5.5" HMA. To create two 11' lanes with 5' shoulders for bike lanes.	\$448,000	\$233,162	\$681,162
Total Funds Programmed					\$1,088,000	\$2,152,728	\$3,240,728
Federal STBG Funds Allocated					\$1,215,000		
Balance					\$127,000		

2023-2026 CMAQ Funded Projects on Locally Maintained Roads

Year	Job #	Agency	Project	Limits/Location	Description	Federal	Local	Total
2023	206615	City of Benton Harbor	Signal Upgrade	Intersection of Pipestone Street & Market Street	Traffic signal replacement	\$218,517	\$74,998	\$293,515
2024	215166	Berrien CRD	Signal Upgrades	13 intersections in Berrien County	Upgrade Traffic Signals	\$159,894	\$150,611	\$310,505
2024	215336	City of Benton Harbor	Signal Upgrade	Empire Avenue and Colfax Avenue	Install a fully actuated traffic signal	\$288,320	\$72,080	\$360,400
2025	215166 ACC	Berrien CRD	Signal Upgrades	ACC for 13 intersections in Berrien County	Upgrade Traffic Signals	\$48,294	NA	NA
2026	215348	Berrien CRD Lincoln Twp.	W John Beers Rd	S. Roosevelt Rd. to Demorrow Rd.	Construct 6 ft. sidewalks on both sides of the road	\$400,000	\$590,000	\$990,000

Federally Funded Projects on Roads Maintained by MDOT



2023 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
214992	US-31 Bridge Maintenance	Under Napier Avenue	Healer Sealer, Joint Seal, Deck Sweep	BFP	PE	\$4,093	\$908	\$0
					PES	\$16,370	\$3,630	\$0
214931	I-94 Bridge Maintenance	I-94 over M-139 & I-9 over Nickerson Rd at I-94	Healer Sealer, Reseal Joints, Deck Sweep	BFPI	PE	\$7,200	\$800	\$8,000
					PES	\$14,400	\$1,600	\$16,000
215028	I-94 Bridge Maintenance	Under Napier Ave	Epoxy Overlay Joint Seal, Paint Bearings, Deck Sweep, Beam Patching	BFPI	PE	\$9,000	\$1,000	\$10,000
					PES	\$27,000	\$3,000	\$30,000
215059	I-94 Bridge Maintenance	Roslyn Rd over I-94	Healer Sealer, Reseal Joints	BFPI	PE	\$1,800	\$200	\$2,000
					PES	\$3,150	\$350	\$3,500
207365	Pavement Makings	All Trunkline routes in TWINCATS	Longitudinal pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$197,802	\$21,978	\$219,780
207367	Pavement Makings	All Trunkline routes in TWINCATS	Special pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$50,949	\$5,661	\$56,610
207378	Pavement Makings	All Trunkline routes in TWINCATS	Pavement marking retroreflectivity readings	HSIP	CON	\$1,099	\$122	\$1,221
209467	I-94 Ramp Safety	I-94 @ Exit 16, 23, 27, 28	Wrong Way movement prevention at ramps	HSIP	CON	\$147,134	\$16,348	\$163,482
128907	I-94 W Maintenance	Pavement change east of I-196 to Benton/ Bainbridge Township Line	Multiple course asphalt resurface	IM	CON	\$3,672,000	\$408,000	\$4,080,000
207433	I-94 E ITS	I-94, I-196 Existing DMS	Install seventeen (17) CCTV cameras on existing DMS.	NH	CON	\$32,884	\$7,292	\$40,176
208843	M-139 Culvert Replacement	Over Big Meadow Drain Tributary, north of Tanglewood Trail.	Culvert Replacement and Road Reconstruction	NH	CON	\$2,332,725	\$517,275	\$2,850,000

Total for 2023

\$6,519,604

2024 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
207391	Pavement Makings	All Trunkline routes in TWINCATS	Longitudinal pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$225,275	\$25,031	\$250,306
207392	Pavement Makings	All Trunkline routes in TWINCATS	Special pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$38,462	\$4,274	\$42,736
207403	Pavement Makings	All Trunkline routes in TWINCATS	Pavement marking retroreflectivity readings	HSIP	CON	\$1,099	\$122	\$1,221
209414	Signal Upgrades	I94BL (Lakeshore) @ Maiden Ln., M-63 (Lakeshore) @ Klock (Upton)	Modernizing signalized intersection to current standards	STG	CON	\$591,050	\$0	\$591,050
211989	Signal Upgrades	Six signals in the TwinCATS Area	Modernize signals to current standards	STG	ROW	\$10,000	\$0	\$10,000
Total for 2024						\$867,884		

2025 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
214992	US-31 Bridge Maintenance	Under Napier Avenue	Healer Sealer, Joint Seal, Deck Sweep	BFP	CON	\$110,497	\$24,503	\$0
214931	I-94 Bridge Maintenance	I94 over M-139 & I-9 over Nickerson Rd at I-94	Healer Sealer, Reseal Joints, Deck Sweep	BFPI	CON	\$220,050	\$24,450	\$244,500
215028	I-94 Bridge Maintenance	Under Napier Ave	Epoxy Overlay Joint Seal, Paint Bearings, Deck Sweep, Beam Patching	BFPI	CON	\$418,376	\$46,486	\$464,862
215059	I-94 Bridge Maintenance	Roslyn Rd (# 845) over I-94	Healer Sealer, Reseal Joints	BFPI & BOI	CON	\$48,137	\$5,349	\$53,486
209623	Pavement Makings	All Trunkline routes in TWINCATS	Longitudinal pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$210,290	\$23,366	\$233,656
209624	Pavement Makings	All Trunkline routes in TWINCATS	Special pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$30,969	\$3,441	\$34,410
209634	Pavement Makings	All Trunkline routes in TWINCATS	Pavement marking retroreflectivity readings	HSIP	CON	\$1,099	\$122	\$1,221
211812	Pavement Makings	M-63, M-139	Installation of all-weather pavement markings and corrugations	HSIP	PE	\$28,875	\$3,208	\$32,083
210875	M-139 Reconstruction	0.44 miles south of I-94 to I-94 BL	Reconstruction	NH	CON	\$19,962,806	\$4,426,695	\$24,389,501
211804	I-94 Crash Investigation Sites	Design two crash investigation sites.	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	NH	PE	\$30,403	\$6,742	\$37,145

Total for 2025

\$21,063,500

2026 Federally Funded MDOT Projects

Job #	Project Name	Limits	Description	Source	Phase	Federal	State	Total
211253	I-196 Bridge Maintenance	Under Riverside Road and Central Avenue	Railing Repl, Epoxy Overlay, Deck Patching, Beam Repr, Substr Ptch, Appr	BOI	CON	\$2,343,621	\$260,404	\$2,604,025
211812	Pavement Makings	M-63, M-139	Installation of all-weather pavement markings and corrugations	HSIP	CON	\$256,666	\$28,518	\$285,184
213341	Pavement Makings	All Trunkline routes in TWINCATS	Longitudinal pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$207,792	\$23,088	\$230,880
213342	Pavement Makings	All Trunkline routes in TWINCATS	Special pavement markings	HSIP	PE	\$999	\$111	\$1,110
					CON	\$38,462	\$4,274	\$42,736
213371	Pavement Makings	All Trunkline routes in TWINCATS	Pavement marking retroreflectivity readings	HSIP	CON	\$1,099	\$122	\$1,221
211558	I-196 Bridge Maintenance	Under Red Arrow Highway	Deep Overlay, Full Depth Patching, Railing Replacement, Beam Repair	IM	CON	\$1,623,914	\$180,435	\$1,804,349
211804	I-94 Crash Investigation Sites	Construct two crash investigation sites in Berrien county	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	NH	CON	\$211,873	\$46,982	\$258,855
211989	Signal Upgrades	Six signals in the TwinCATS Area	Modernize signals to current standards	STG	CON	\$2,000,043	\$0	\$2,000,043

Total for 2026

\$6,685,468

TRANSIT PROJECTS
FY 2023 TRANSIT PROJECTS

Description	Federal	State	Local	Total		
5307 Funded Projects					Fiscal Constraint	
Operating Expenses	\$1,101,551	\$675,144	\$426,407	\$2,203,102	5307 Apportionment:	\$1,101,551
Facilities Improvements	\$92,000	\$23,000	\$0	\$115,000	Total 5307 Programmed:	\$1,221,551
Office Equipment	\$28,000	\$7,000	\$0	\$35,000	Carryover Funds used:	\$120,000
5339 Funded Projects					Fiscal Constraint	
Reconstruct floor drains	\$32,058	\$8,015	\$0	\$40,073	5339 Apportionment:	\$79,328
5310 Funded Projects					Total 5339 Programmed:	\$32,058
5310 Funded Projects					Fiscal Constraint	
Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded:	\$60,000
CMAQ Funded Projects					Total 5310 Programmed:	\$60,000
CMAQ Funded Projects					Fiscal Constraint	
Replace 2 gasoline buses	\$168,000	\$42,000	\$0	\$210,000	CMAQ Funds Awarded :	\$168,000
CTF Only Funded Projects					CMAQ Funds Programmed:	\$168,000
CTF Only Funded Projects					Fiscal Constraint	
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	\$1,408,879	\$1,156,159	\$426,407	\$2,991,445
Carryover Funds	\$120,000	\$0	\$0	\$120,000
Total Available in 2023	\$1,528,879	\$1,156,159	\$426,407	\$3,111,445
Total Programmed	\$1,481,609	\$1,156,159	\$426,407	\$3,064,175
Balance	\$47,270	0	0	\$47,270

FY 2024 TRANSIT PROJECTS

Description	Federal	State	Local	Total	
5307 Funded Projects					Fiscal Constraint
Operating Expenses	\$1,123,582	\$688,647	\$448,438	\$2,260,667	5307 Apportionment: \$1,123,582 Total 5307 Programmed: \$1,123,582
5339 Funded Projects					Fiscal Constraint
					5339 Apportionment: \$80,915 Total 5339 Programmed: \$0
5310 Funded Projects					Fiscal Constraint
Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded: \$60,000 Total 5310 Programmed: \$60,000
CTF Only Funded Projects					Fiscal Constraint
JARC		\$386,000		\$386,000	Amount Awarded for JARC: \$386,000 JARC Funds Programmed: \$386,000

Summary of Transit Funding in 2024

	Federal	State	Local	Total
Revenue in 2024	\$1,264,497	\$1,089,647	\$448,438	\$2,721,667
Carryover Funds	\$47,270	\$0	\$0	\$47,270
Total Available in 2024	\$1,311,767	\$1,089,647	\$448,438	\$2,849,852
Total Programmed	\$1,183,582	\$1,089,647	\$448,438	\$2,721,667
Balance	\$128,185	\$0	\$0	\$128,185

FY 2025 TRANSIT PROJECTS

Description	Federal	State	Local	Total		
5307 Funded Projects					Fiscal Constraint	
Operating Expenses	\$1,146,054	\$702,420	\$470,910	\$2,319,383	5307 Apportionment:	\$1,146,054
					Total 5307 Programmed:	\$1,146,054
5339 Funded Projects					Fiscal Constraint	
					5339 Apportionment:	\$82,533
					Total 5339 Programmed:	\$0
5310 Funded Projects					Fiscal Constraint	
Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded:	\$60,000
					Total 5310 Programmed:	\$60,000
CMAQ Funded Projects					Fiscal Constraint	
Replace 2 propane buses with electric buses	\$480,000	\$120,000	\$0	\$600,000	CMAQ Funds Awarded :	\$480,000
					CMAQ Funds Programmed:	\$480,000
CTF Only Funded Projects					Fiscal Constraint	
JARC		\$386,000		\$386,000	Amount Awarded for JARC:	\$386,000
					JARC Funds Programmed:	\$386,000

Summary of Transit Funding in 2025

	Federal	State	Local	Total
Revenue in 2025	\$1,768,587	\$1,223,420	\$470,910	\$3,462,917
Carryover Funds	\$128,185	\$0	\$0	\$128,185
Total Available in 2025	\$1,896,772	\$1,223,420	\$470,910	\$3,591,102
Total Programmed	\$1,686,054	\$1,223,420	\$470,910	\$3,380,383
Balance	\$210,719	\$0	\$0	\$210,719

FY 2026 TRANSIT PROJECTS

Description	Federal	State	Local	Total		
5307 Funded Projects					Fiscal Constraint	
Operating Expenses	\$1,168,975	\$716,468	\$493,831	\$2,379,274	5307 Apportionment:	\$1,168,975
					Total 5307 Programmed:	\$1,168,975
5339 Funded Projects					Fiscal Constraint	
					5339 Apportionment:	\$84,184
					Total 5339 Programmed:	\$0
5310 Funded Projects					Fiscal Constraint	
Mobility Manager	\$60,000	\$15,000		\$75,000	Total 5310 Awarded:	\$60,000
					Total 5310 Programmed:	\$60,000
CTF Only Funded Projects					Fiscal Constraint	
JARC		\$386,000		\$386,000	Amount Awarded for JARC:	\$386,000
					JARC Funds Programmed:	\$386,000

Summary of Transit Funding in 2026

	Federal	State	Local	Total
Revenue in 2026	\$1,313,159	\$1,117,468	\$493,831	\$2,924,458
Carryover Funds	\$210,719	\$0	\$0	\$210,719
Total Available in 2026	\$1,523,877	\$1,117,468	\$493,831	\$3,135,176
Total Programmed	\$1,228,975	\$1,117,468	\$493,831	\$2,840,274
Balance	\$294,903	\$0	\$0	\$294,903

ENVIRONMENTAL JUSTICE

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

The federal requirements for EJ include the following criteria:

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

SWMPC staff has undertaken a variety of actions to ensure that the needs of low-income and minority populations are recognized and addressed. The primary method is through involvement with the public, community groups, and other stakeholders. The SWMPC public participation 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 2023-2026 TIP to ensure that EJ principles were met using the following methodology

METHODOLOGY:

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

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

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

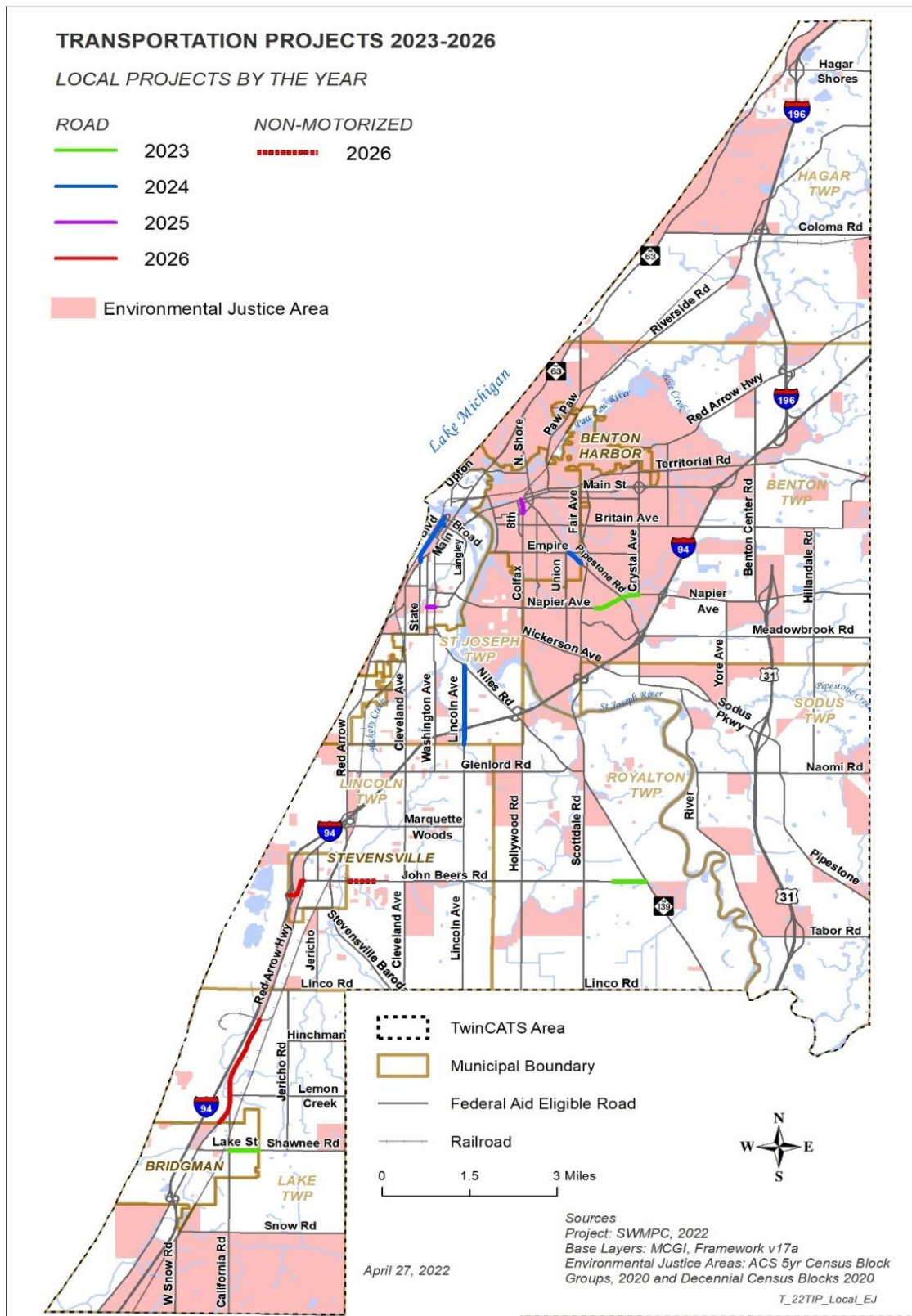
1. African American (a person having origins in any of the black racial groups of Africa)
2. American Indian and Alaskan Native (A person having origins in any of the original peoples of North America and who maintain cultural identification through tribal affiliation or community recognition)
3. Asian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

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:

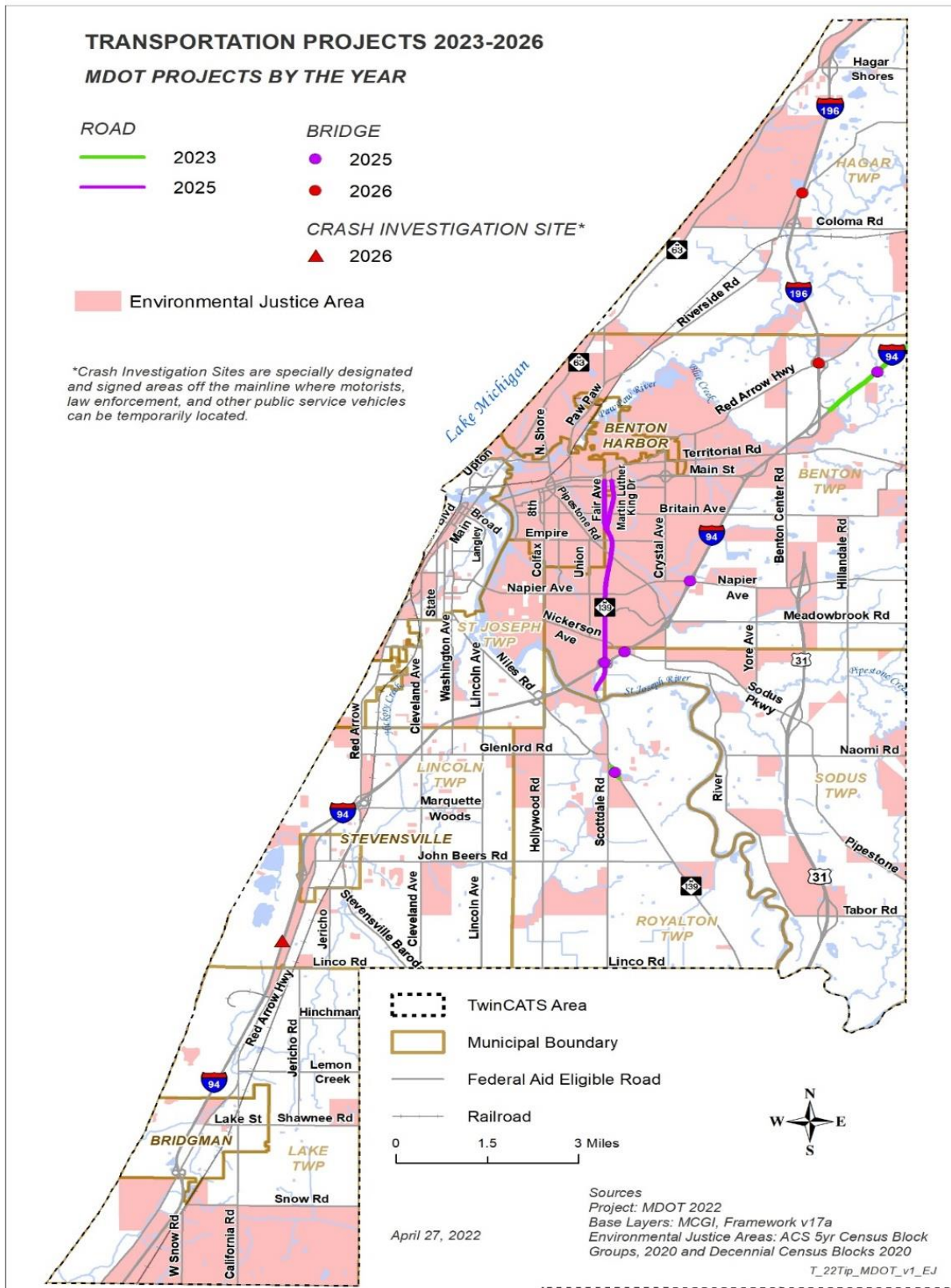
Characteristic	Analysis level	Geographic Level	Data Source	Statewide average
Minority Population	Individual	Census Block	2000 Census	27.6
Low-Income	Household	Census Block Group	2020 American Community Survey	13.1%

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

Local Projects 2023-2026



MDOT Projects 2023-2026



SWMP staff compared the total population of the TwinCATS Area to the population living in an impact area, defined as ¼ mile around a project. The table below shows the summary of the minority populations and households below poverty in the 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.

Population Group – Race & Household Poverty

	TwinCATS Population	TwinCATS Percent	Estimated Population within Impact Area	Percent of Impact Area	Percent Concentration
Total Population	72,046	100%	11,573		16.1%
White	46,338	64.3%	6,543	56.5%	14.1%
Hispanic	3,777	5.2%	528	4.6%	14.0%
African American	16,532	22.9%	3,946	34.1%	23.9%
American Indian	227	0.3%	36	0.3%	15.9%
Asian	1,748	2.4%	255	2.2%	14.6%
Hawaiian	24	0.0%	1	0.0%	4.2%
Other Minority	296	0.4%	11	0.1%	3.7%
Two Or More Races	3,104	4.3%	253	2.2%	8.2%
Total Minority	25,708	35.7%	5,030	43.5%	19.6%

	TwinCATS Households	TwinCATS Percent	Estimated Households within Impact Area	Percent of Impact Area	Percent Concentration
Total Households	29,729	100.0%	5,139		17.3%
Households in Poverty	4756	15.5%	1,181	23.0%	24.8%

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 11,573 people living in an impact area. Out of these 6,543 or 56.5% are white. A slightly different analysis is the percent concentration per category within an impact area. This shows what percent of each group lives in an impact area. For example of the 46,338 total white population in the TwinCATS area, 6,543 or 14.1% live within an impact area. For this EJ analysis, the percentages were analyzed to see if any one group is largely over or under concentrated in an impact area.

ANALYSIS AND RESULTS

Avoiding Disproportionately High and Adverse Human Health and Environmental Impacts

All 18 mapped projects are wholly or partially within one-quarter mile of an identified EJ area. Projects which are an expansion of the transportation system (widening) may have potentially adverse impacts to the community through the displacement or relocation of individuals, economic hardship, and/or a lack of sense of community. All projects in the 2023-2026 TIP are reconstruction, rehabilitation, maintenance, non-motorized improvements, or safety projects. These projects are anticipated to have minimal (if any) impacts in terms of noise, right-of-way takings, or pollution. Therefore, it is determined that there will be no disproportionately high or adverse human health impacts.

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

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

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

Sixteen percent of the total population within the TwinCATS planning area is within a ¼ mile of a project mapped in the 2023-2026 TIP. Out of the total minority population, 19.6% are within ¼ mile of a project. About a quarter of the households below the poverty level are within a ¼ mile of a transportation project, compared to 17.3% of all households. This analysis indicates that EJ populations are not being neglected based on the project chosen for the 2023-2026 TIP

PUBLIC TRANSIT EQUITY

In addition to the road projects, 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.

BENTON HARBOR - ST JOSEPH URBANIZED AREA

- Twin Cities Area Transit Authority
- Berrien Bus
- Urbanized Area

An urbanized area is an incorporated area with a population of 50,000 or more that is designated by the U.S. Census Bureau. The FTA Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance.

TCATA is the recipient of the entire portion of funding from the FTA 5307 program for the St. Joseph, Benton Harbor Urbanized Area.

FTA Urbanized Area Formula Funding program (49 U.S.C. 5307) is based on the population of approximately 60,386 persons in the St. Joseph, Benton Harbor Urbanized Area. TCATA services approximately 31,819 persons or 52% of the urbanized area. The urbanized area population that receives no public transit service is approximately 28,567 persons or 47% of the urbanized area.

- Urbanized Area without Service

Data Sources
Base Layers: MGI, v10a
Urban Areas & Clusters: TIGER Shapefile,
U.S. Census Bureau, 2010
Transit Areas: SWMPC, 2011

July 01, 2013



0 0.5 1 1.5 2 Miles

The use of this map is for general reference purposes and is not a legal document.

Southwest Michigan Planning Commission

*Limited Service refers to only pick-ups and drop-offs that are available to the specified locations. TCATA provides pickup and drop off service at Hollywood Road Medical Facilities and Lake Michigan College from origins located the City of Benton Harbor, Benton Township and the City of St. Joseph.

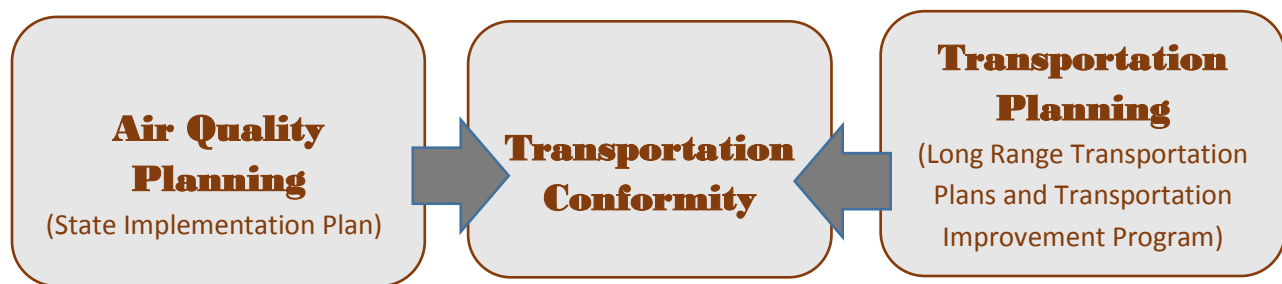
Limited Service*
to/from Lake Michigan
Community College

Limited Service*
to/from Medical Facilities

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 (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO₂), particulate matter (PM). PM is subdivided into particulate sizes, less than 10 micrometer in diameter (PM₁₀) and less than 2.5 micrometer in diameter (PM_{2.5}).



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

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

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

Generators of air pollution are classified into four main types: stationary sources, area sources, non-

road mobile sources, and on-road mobile sources.

Air Pollution Sources

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

In addition to emissions that are directly emitted, regulations specifically require certain precursor pollutants to be addressed. Precursor pollutants are those pollutants that contribute to the formation of other pollutants. For example, ozone is not directly emitted, but created when nitrogen oxides (NO_x) 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			
		NO _x	VOC	Ammonia	SO ₂
Ozone		X	X		
Particulate Matter 2.5	X	X	X		
Particulate Matter 10	X	X	X	X	X
Nitrogen Dioxide		X			
Carbon Monoxide	X				

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. Because TwinCATS is completely within the Berrien County nonattainment area, a conformity analysis is required.

FINDINGS

Anytime a Long Range Plan, TIP, or new Project is added or amended, an interagency working group, (IAWG) must determine if a new conformity analysis is required. On April 18, 2022, the IAWG for Berrien County met to review the FY 2023-2026 TIP projects for air conformity. Only projects that change capacity have the potential to increase or decrease emissions. Therefore, reconstruction and rehabilitation projects which improve pavement condition but don't change design are classified as exempt for air quality analysis. There is one non-exempt project in the 2023-2026 TIP. The IAWG determined that a new Air Quality Analysis was required. The summary of the April 18, 2022 IAWG meeting can be found in Appendix I.

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 May 11, 2022, can be found at https://www.swmpc.org/air_quality.asp



Every

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 21st Century) and the FAST (Fixing America's Surface transportation Act by explicitly setting forth a Public Participation Plan (PPP) that includes elements in the transportation planning process. The SWMPC values public participation because the transportation system is significant to everyone and has far-reaching, long-term impacts in communities and the region as a whole. The most recently developed PPP was adopted by TwinCATS on November 16, 2020

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

ENGAGING THE PUBLIC

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

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

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

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.]

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) ** Consultant *** Alternate*

Policy Committee Members

Officers

Chair: Richard Stauffer, Lincoln Charter Township

Vice-Chair: Denise Cook, St. Joseph Charter Township

Jurisdictions

City of Benton Harbor, Ellis Mitchell Tim Drews**

Benton Charter Township, Richard Royall

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, Mike Allard

City of St. Joseph, John Hodgson

Sodus Township, David Chandler

St. Joseph Charter Township, Denise Cook, Ron Griffin**

Village of Stevensville, Kacey Dominguez, Tim Drews**

Counties

Berrien County Board of Commissioners, Ray Bell

Berrien County Planning Commission, Eric Lester

Public Transit

Twin Cities Area Transportation Authority, Richard Lee, Greg Smith***

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, Andy Pickard*

FTA, Cecillia Crenshaw*

Northwestern Indiana Regional Planning Commission, Scott Weber*

SWMPC, John Egelhaaf*

Technical Advisory Committee Members

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

officers

Chair: Kevin Stack, Berrien County Road Department

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

Jurisdictions

City of Benton Harbor, Tim Drews**

Benton Charter Township, Richard Royall

City of Bridgman, Tim Kading

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, Mike Allard

Sodus Township, David Chandler

City of St. Joseph: Tim Zebell

St. Joseph Charter Township, Roger Seeley,
Jonathon Fisk***

Village of Stevensville, Kacey Dominguez, Tim
Drews**

Counties

Berrien Community Dev. Dept., Dan Fette

Berrien County Road Department, Kevin Stack

Public Transit

Twin Cities Area Transportation Authority,

Richard Lee, Greg Smith***

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, Andy Pickard *

FTA, Cecilia Crenshaw*

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

SWMPC, John Egelhaaf*

APPENDIX C | MPO SELF CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION (for Nonattainment and Maintenance Areas)

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

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


K. John Egelhaaf, Executive Director
Southwest Michigan Planning Commission

June 21, 2022
Date

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

Date

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.

APPENDIX E | PROJECT APPLICATION

Twin Cities Area Transportation Study 2024-2026 Transportation Improvement Program (TIP) Federal Surface Transportation Block Grant Funds Project Application

Section 1. Applicant Information

Agency Name			
Contact Name		Title	
Phone Number		Email	
Engineer/Consultant (If applicable)			
Phone Number		Email	

Section 2. Project Information

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

Section 3. Project Funding

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

Section 4. Regional Connectivity

What is the most current daily traffic count for the limits of this project?	AADT: Year of count: Source:
National Functional Classification (NFC) for this roadway	
Does one of TCATA fixed route transit lines use the road? (Only indicate yes if it carries a current route, not a planned route).	<input type="checkbox"/> Yes <input type="checkbox"/> No

Section 5. System Preservation

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

Section 6. Safety

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

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

Section 7. Complete Streets

Does this project meet the TwinCATS Complete Streets Policy , approved in 2014?		<input type="checkbox"/> Yes <input type="checkbox"/> No
Please explain what pedestrian and/or bicycle facilities if any currently exist		
Please explain any additional pedestrian and/or bicycle improvements included in the project. <i>If you answered No, please state the reason why this project should be exempt from the TwinCATS Complete Streets Policy.</i>		
Does this project connect to an existing pedestrian/bicycle facility or one that is planned to be completed before 2027	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide a map of the connecting facilities	

Section 8. Strategic Planning & Investment

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

Section 9. Existing and Proposed Roadway Design

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

Section 10. Estimated Project Schedule

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

*Enter NA if these items will not be required.

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

<input type="checkbox"/>	Signing/Delineation on Horizontal Curves (Including Recessed Durable Pavement Markings) - Install	20%	Lane Departure***
<input type="checkbox"/>	Safety Edge Improvement	13%	All non-intersection crashes (CMF Clearing House ID 8658)

Roadside Enhancements			
<input type="checkbox"/>	Bicycle Lanes - Install per standards	50%	Bicycle Crashes
<input type="checkbox"/>	Shared Use Path - Install	33%	Bicycle and Pedestrian Related Crashes
<input type="checkbox"/>	Fixed Objects From Clear zone (Trees, Culverts, Etc.) - Removal	75%	Fixed-Object Applicable Crashes
<input type="checkbox"/>	Guardrail - Install	55%	Lane Departure ***Fatalities and "A" Injury Applicable Crashes
<input type="checkbox"/>	Sidewalk for Pedestrians - Construct	85%	Pedestrian Crashes
<input type="checkbox"/>	Slope Flattening	15%	Fixed-Object, Overturn Applicable Crashes
<input type="checkbox"/>	Living Snow Fence	20%	Crashes due to wintry surface conditions
<input type="checkbox"/>	Lighting - install on segment	20%	Dark Unlighted Crashes

INTERSECTION CRASH REDUCTION FACTORS

Pedestrian / Bicycle Enhancements			
<input type="checkbox"/>	Bump Out / Curb Extension - Remove Parking / Install	30%	All Crashes
<input type="checkbox"/>	Bicycle Lanes - Install per standards	25%	Bicycle Crashes
<input type="checkbox"/>	Sidewalk for Pedestrians - Construct	85%	Pedestrian Crashes
<input type="checkbox"/>	Intersection Lighting - install	75%	Pedestrian Fatal - Dark Unlighted Crashes
		40%	Pedestrian A-Injury - Dark Unlighted Crashes
		30%	All Applicable Dark Unlighted Crashes
<input type="checkbox"/>	Rectangular Rapid Flashing Beacons	47%	Pedestrian Crashes
<input type="checkbox"/>	Ped. Countdown Signals - Install new Pedestrian signal	30%	Pedestrian Crashes
<input type="checkbox"/>	Ped. Countdown Signals - Upgrade from existing Pedestrian signal	25%	Pedestrian Crashes

Signal Timing / Hardware Enhancements			
<input type="checkbox"/>	Multiple Low-Cost Improvements	3%	Rear-End
		12%	Right-Angle
		3%	Nighttime
<input type="checkbox"/>	Install Reflectorized Backplates	15%	All Applicable Crashes
<input type="checkbox"/>	Add All-Red Clearance Interval - Add per ITE	20%	Head-On Left-Turn, Angle
<input type="checkbox"/>	Yellow-Change Interval - Increase	10%	All Crash Types
<input type="checkbox"/>	Box Span Signal - Upgrade from Stop Control	65%	Angle

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

APPENDIX F | PROJECT SCORING METHODOLOGY

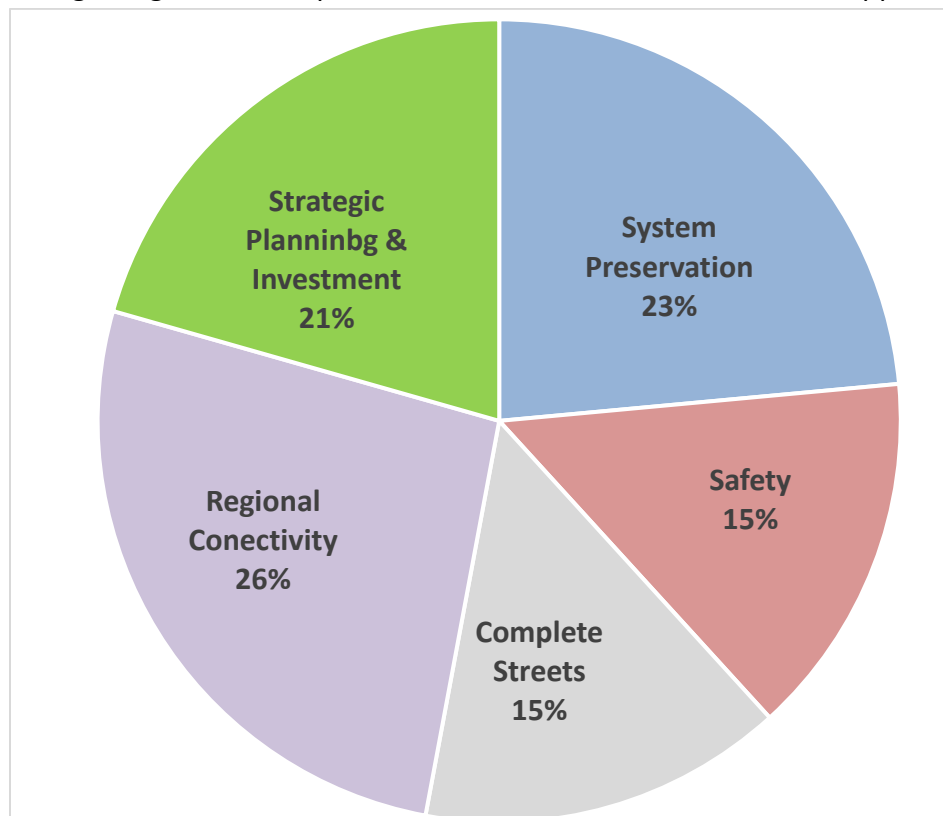
TwinCATS Road Project Prioritization System for the 2023-2026 Transportation Improvement Program.

Approved July 19, 2021

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

This project prioritization system serves as a guiding document in project selection, but project selection will be made only after debate in an open and public process. A project selection subcommittee will recommend projects to the Technical Advisory Committee, who will then recommend projects to the 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 (8 points possible total)

PASER Rating (5 points possible)

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

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

3 point is the most recent PASER is 4

1 point if the most recent PASER is 5-6

0 Point if the most recent PASER is 7-10

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

3 points if the project follows the MDOT 4R guidelines

2 points if the project follows the MDOT 3R guidelines

1 point if the project follows the MDOT Preventative Maintenance guidelines

Safety (5 points total possible)

Safety Countermeasures (3 points possible)

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

Addressing High Crash Location (2 points possible)

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

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

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

Complete Streets (5 points possible total)

Pedestrian and Cycling Facilities (3 Points)

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

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

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

Improving Non-motorized Connectivity (2 points)

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

Regional Connectivity (9 Points total possible)

Traffic Volume (5 points possible)

5 points if ADT is more than 10,000 vehicles per day

4 points if ADT is between 5,000 and 9,999 vehicles per day

3 points if ADT is between 2,000 and 4,999 vehicles per day

Functional Classification (3 points possible)

3 points if project is located on a Principal Arterial

2 points if project is located on a Minor Arterial

1 point if project is located on a Major Collector

Fixed Route Transit (1 point possible)

1 point if a fixed route transit uses the road.

Strategic Planning & Investment (7 points possible)**Asset Management (3 points possible)**

Using the Asset Management Readiness Scale:

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

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

1 point if staff at the agency have asset management training

Local Planning Document (1 point possible)

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

Project Continuity (1 points possible)

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

Additional local match (2 points possible)

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

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

Coordination with sewer and water projects (No Points)

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

Cross Jurisdictional Coordination (No Points)

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

Project Readiness (No Points)

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

APPENDIX G | Fiscal Constraint tables from JobNet

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$136,000	\$136,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$1,337,000	\$1,106,000	\$920,000	\$0	\$231,000	\$1,151,000
Stp Flex - Small Mpo	\$41,000	\$41,000	\$0	\$0	\$0	\$0
FY 2023, Local MPO Based Constraints Total	\$1,514,000	\$1,283,000	\$920,000	\$0	\$231,000	\$1,151,000
Fiscal Year - 2023, Local Projects from Statewide Sources						
CMAQ	\$573,515	\$442,517	\$442,517	\$56,000	\$74,998	\$573,515
Transportation Alternatives	\$397,237	\$274,094	\$274,094	\$0	\$123,143	\$397,237
FY 2023, Local Projects from Statewide Sources Total	\$970,752	\$716,611	\$716,611	\$56,000	\$198,141	\$970,752
Fiscal Year - 2023, MDOT Project Templates						
Bridge Replacement and Preservation	\$94,501	\$83,013	\$83,013	\$11,488	\$0	\$94,501
Road - Rehabilitation and Reconstruction	\$4,080,000	\$3,672,000	\$3,672,000	\$408,000	\$0	\$4,080,000
Traffic & Safety	\$443,313	\$398,982	\$398,982	\$44,331	\$0	\$443,313
Other	\$61,009	\$49,936	\$49,936	\$11,073	\$0	\$61,009
FY 2023, MDOT Project Templates Total	\$4,678,823	\$4,203,931	\$4,203,931	\$474,892	\$0	\$4,678,823
Fiscal Year - 2023, Transit Project Categories						
5307	\$2,348,000	\$1,038,979	\$1,038,979	\$798,979	\$510,042	\$2,348,000
5310	\$75,000	\$60,000	\$60,000	\$15,000	\$0	\$75,000
5339	\$40,073	\$32,058	\$32,058	\$8,015	\$0	\$40,073
FY 2023, Transit Project Categories Total	\$2,463,073	\$1,131,037	\$1,131,037	\$821,994	\$510,042	\$2,463,073
Fiscal Year - 2023 Grand Total	\$9,626,648	\$7,334,579	\$6,971,579	\$1,352,886	\$939,183	\$9,263,648

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2024, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$139,000	\$139,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$1,380,400	\$1,128,000	\$1,048,000	\$0	\$252,400	\$1,300,400
Stp Flex - Small Mpo	\$41,000	\$41,000	\$0	\$0	\$0	\$0
FY 2024, Local MPO Based Constraints Total	\$1,560,400	\$1,308,000	\$1,048,000	\$0	\$252,400	\$1,300,400
Fiscal Year - 2024, Local RTF Based Constraint						
STP - Rural/Flexible	\$862,432	\$762,432	\$762,432	\$0	\$100,000	\$862,432
TEDF Cat D	\$117,363	\$0	\$0	\$117,363	\$0	\$117,363
FY 2024, Local RTF Based Constraint Total	\$979,795	\$762,432	\$762,432	\$117,363	\$100,000	\$979,795
Fiscal Year - 2024, Local Projects from Statewide Sources						
CMAQ	\$696,905	\$474,214	\$474,214	\$0	\$222,691	\$696,905
FY 2024, Local Projects from Statewide Sources Total	\$696,905	\$474,214	\$474,214	\$0	\$222,691	\$696,905
Fiscal Year - 2024, MDOT Project Templates						
Traffic & Safety	\$897,533	\$867,884	\$867,884	\$29,649	\$0	\$897,533
FY 2024, MDOT Project Templates Total	\$897,533	\$867,884	\$867,884	\$29,649	\$0	\$897,533
Fiscal Year - 2024 Grand Total	\$4,134,633	\$3,412,530	\$3,152,530	\$147,012	\$575,091	\$3,874,633

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2025, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$142,000	\$142,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$1,718,600	\$1,151,000	\$1,068,000	\$0	\$567,600	\$1,635,600
Stp Flex - Small Mpo	\$42,000	\$42,000	\$0	\$0	\$0	\$0
FY 2025, Local MPO Based Constraints Total	\$1,902,600	\$1,335,000	\$1,068,000	\$0	\$567,600	\$1,635,600
Fiscal Year - 2025, Local Projects from Statewide Sources						
CMAQ	\$999,294	\$814,294	\$814,294	\$185,000	\$0	\$999,294
FY 2025, Local Projects from Statewide Sources Total	\$999,294	\$814,294	\$814,294	\$185,000	\$0	\$999,294
Fiscal Year - 2025, MDOT Project Templates						
Bridge Replacement and Preservation	\$897,848	\$797,060	\$797,060	\$100,788	\$0	\$897,848
Road - Rehabilitation and Reconstruction	\$24,389,501	\$19,962,806	\$19,962,806	\$4,426,695	\$0	\$24,389,501
Traffic & Safety	\$303,590	\$273,231	\$273,231	\$30,359	\$0	\$303,590
Other	\$37,145	\$30,403	\$30,403	\$6,742	\$0	\$37,145
FY 2025, MDOT Project Templates Total	\$25,628,084	\$21,063,500	\$21,063,500	\$4,564,584	\$0	\$25,628,084
Fiscal Year - 2025 Grand Total	\$28,529,978	\$23,212,794	\$22,945,794	\$4,749,584	\$567,600	\$28,262,978

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$145,000	\$145,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$3,325,728	\$1,173,000	\$1,088,000	\$0	\$2,152,728	\$3,240,728
Stp Flex - Small Mpo	\$43,000	\$43,000	\$0	\$0	\$0	\$0
FY 2026, Local MPO Based Constraints Total	\$3,513,728	\$1,361,000	\$1,088,000	\$0	\$2,152,728	\$3,240,728
Fiscal Year - 2026, Local Projects from Statewide Sources						
CMAQ	\$1,416,000	\$746,000	\$746,000	\$80,000	\$590,000	\$1,416,000
FY 2026, Local Projects from Statewide Sources Total	\$1,416,000	\$746,000	\$746,000	\$80,000	\$590,000	\$1,416,000
Fiscal Year - 2026, MDOT Project Templates						
Bridge Replacement and Preservation	\$4,408,374	\$3,967,535	\$3,967,535	\$440,839	\$0	\$4,408,374
Traffic & Safety	\$2,562,284	\$2,506,060	\$2,506,060	\$56,224	\$0	\$2,562,284
Other	\$258,855	\$211,873	\$211,873	\$46,982	\$0	\$258,855
FY 2026, MDOT Project Templates Total	\$7,229,513	\$6,685,468	\$6,685,468	\$544,045	\$0	\$7,229,513
Fiscal Year - 2026 Grand Total	\$12,159,241	\$8,792,468	\$8,519,468	\$624,045	\$2,742,728	\$11,886,241

APPENDIX H | 2023-2026 ILLUSTRATIVE PROJECTS

City or Township	Project Name	Project Limits	Project Description
St. Joseph Township	Cleveland Avenue Resurfacing	Hilltop Ave. to Glenlord Rd.	HMA Mill & Fill, Drainage Reconstruct, Guardrail,
City of St. Joseph	Cleveland Avenue Resurfacing	Hilltop Rd. to Lakeshore Dr.	Cold mill and resurface Replace sidewalk ramps and install detectable warning panels as needed to meet current ADA standards. Replace a section of storm sewer near Dunham Ave
City of Benton Harbor	Colfax Avenue Reconstruction	Market Street to Britain Avenue	Reconstruction of the roadway, replacement of water main, sanitary sewer, and storm sewer, and ADA sidewalk upgrades.
Lincoln Township	Red Arrow Hwy	DC Cook to Village of Stevensville	HMA Mill & Fill, Road Diet, Drainage Reconstruct, Guardrail, non-motorized
Benton Township	Pipestone Avenue	Napier avenue to Benton Harbor Limits	HMA Mill & Fill with Drainage Structure adjustment, and sidewalk
City of Benton Harbor	Britain Avenue Resurfacing	Riverview Drive to Colfax Avenue	Resurfacing of the roadway and ADA sidewalk upgrades
City of Benton Harbor	Pipestone Reconstruction	Britain Avenue to Empire Avenue	Reconstruction. eplacement of water main, sanitary sewer, and storm sewer, and ADA sidewalk upgrades.
Lincoln Township	Cleveland Avenue Resurfacing	Glenlord Rd. to John Beers Rd	HMA Mill & Fill, Drainage Reconstruct, Guardrail,
City of St. Joseph	Upton Drive reconstruction	Momany Drive to North City Limits	Reconstruction. Replace storm sewer, sanitary sewer and water main. Install non-motorized facilities and upgrade all ADA ramps
City of St. Joseph	Water & Vine Street Reconstruction	Broad Str. (CSX RR) to State St.	Full reconstruction Replace 20" diameter water main and rehabilitate (CIPP) 36" brick storm sewer. Non-motorized facilities will be added. Crosswalks, sidewalks, etc. will be designed to meet current ADA standards
City of St. Joseph	S. State Street Reconstruction	Wallace Avenue to Main Street (I94 BL)	Reconstruction Replace storm sewer, sanitary sewer and water main. Install non-motorized facilities in the form of either bike lanes or a non-motorized path and upgrade all ADA ramps.

City or Township	Project Name	Project Limits	Project Description
Sodus Township	Sodus Parkway	Pipestone Rd to Pipestone Creek Bridge	HMA Mill & Fill, Drainage Reconstruct
City of St. Joseph	Wolcott Reconstruction	Niles Ave. to Langley Ave.	Full reconstruction of Wolcott Avenue and all underground utilities (water main, sanitary sewer, and storm sewer). Non-motorized facilities will be added. Crosswalks, sidewalks, etc. will be designed to meet current ADA standards.
St. Joseph Township	Cleveland Avenue Resurfacing	Hilltop Ave. to Glenlord Rd.	HMA Mill & Fill, Drainage Reconstruct, Guardrail,
City of St. Joseph	Cleveland Avenue Resurfacing	Hilltop Rd. to Lakeshore Dr.	Cold mill and resurface Replace sidewalk ramps and install detectable warning panels as needed to meet current ADA standards. Replace a section of storm sewer near Dunham Ave

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

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

FTA source	Purpose	Examples of Eligible Uses	Allocated to
5307 Urban Area Formula	Funding for transit capital needs and operations in small urbanized areas	Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities.	Urbanized areas and then divided between eligible transit agencies
5311 Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.	Transit agencies which primarily serve non-urbanized area
5310 Elderly and Persons with Disabilities	improve mobility options for seniors and people with disabled persons	Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements, Uses for the Mobility Management Program	<ul style="list-style-type: none"> • Urban Areas of 200,000+ • MDOT also awards to other areas on a per project basis
5339 Bus and Bus Facilities	Provides funding for basic transit capital needs of transit agencies	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.	Apportioned based on various population and service factors.

APPENDIX J | MITC-IAWG MINUTES

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

Berrien County Nonattainment Area
Cass County Orphan Maintenance Area

April 18, 2022

2:30 PM Conference Call

Participants:

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

1. Call to Order and Introductions

Meeting called to order at 2:30 PM

2. Changes or Additions to the Agenda

None

3. Review of IAWG Policies Reviewed policies

There was a suggestion to make the Preliminary Design (PE) exempt from review. Only the construction actually affects air quality. It was also noted that the final plans can change during the design of the project. Further research will be conducted to determine if the PE is allowed to be left out of review.

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

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

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

5. Discussion on Air Quality modeling next steps.

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

6. Adjournment

Meeting was adjourned at 3:20 PM.

APPENDIX K | PUBLIC PARTICIPATION

Comments Received

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

-Daniel Schoonmaker, Executive Director Michigan's Great Southwest Sustainable Business Forum.

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

Matt Diana

Fisheries Biologist

Michigan Department of Natural Resources

APPENDIX L | CONSULTATION

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

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

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

2020 -2023 TwinCATS TIP Consultation List	
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	Local housing Authorities
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	Area Senior Centers: Benton Harbor, St. Joseph and River Valley
Kinexus (Michigan Works!)	
Lake Michigan College- Napier Campus	
Lakeland Hospital	
Lakeshore School District	

APPENDIX M | APPROVALS



RESOLUTION 2022-3

TO APPROVE THE TWIN CITIES AREA TRANSPORTATION STUDY (TwinCATS) FISCAL YEARS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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



Roseann Marchetti, Chair
Southwest Michigan Planning Commission


Date

SOUTHWEST MICHIGAN PLANNING COMMISSION

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

APPROVAL OF THE TWIN CITIES AREA TRANSPORTATION STUDY (TwinCATS) FISCAL YEARS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the SWMPC board has designated the Twin Cities Area Transportation Study (TwinCATS) Policy Committee to be responsible for the development of a Transportation Improvement Program (TIP) for the Metropolitan Planning Organization; and

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, on this the 16th day of May, 2022, the TwinCATS Policy Committee finds the TwinCATS FY 2020-2023 TIP consistent with the goals of the TwinCATS 2045 Long Range Transportation Plan, is fiscally constrained, conforms with Air Quality Standards and hereby approves the FY 2023-2026 TwinCATS Transportation Improvement Program. Furthermore, the Policy Committee shall submit the TwinCATS 2023-2026 TIP to the Southwest Michigan Planning Commission Board for their review.

ATTEST:


Richard Stauffer, TwinCATS Policy Committee Chair