

Final

**Air Quality Conformity Analysis
for the
Berrien County, Michigan
2015 Ozone NAAQS Nonattainment Area
for
New 2026-2029 Transportation Improvement Plans**

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1.0 Conformity

1.1 Introduction

Transportation conformity provisions of the Clean Air Act Amendments require metropolitan planning organizations (MPOs) to make a determination that the Metropolitan Transportation Plan (MTP) (also referred to as a Long-Range Transportation Plan (LRTP)), Transportation Improvement Program (TIP), and projects conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's MTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS. A demonstration is conducted by comparing emissions estimates generated from implementation of MTPs and TIPs for analysis years to the motor vehicle emission budgets (MVEBs) contained in the SIP.

The purpose of this report is to document the process and findings of the transportation conformity analysis for the nonattainment and maintenance areas.

1.2 Nonattainment and Maintenance Areas

Berrien County is a 2015 ozone nonattainment area and a 1997 ozone maintenance area. Within the boundary are the MPOs of Twin Cities Area Transportation Study (TwinCATS) and part of the Niles-Buchanan-Cass Area Transportation Study (NATS), as well as the rural projects contained in the State Transportation Improvement Program (STIP).

Findings of this transportation conformity analysis are for projects within Berrien County. Projects for the TwinCATS new 2026-2029 TIP and NATS new 2026-2029 TIP within Berrien County, and the rural STIP projects in the county, were evaluated for this analysis at a meeting on April 1, 2025, of the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG). Projects for the 2050 MTPs were also included in the analysis. Projects for this analysis are contained in the:

- NATS 2050 MTP in Berrien County,
- NATS 2026-2029 TIP in Berrien County,
- TwinCATS 2050 MTP,
- TwinCATS 2026-2029 TIP, and
- Rural STIP 2026-2029 in Berrien County.

1.3 Conformity Finding

The staff of TwinCATS and NATS finds that the TIPs and MTPs conform to the SIP for the 2015 ozone standard and thus also meet the 1997 ozone standard based on the results of this conformity analysis. This report makes the determination that the region's transportation plan and programs satisfy all applicable criteria and procedures in the conformity regulations.

This conformity analysis document was subject to a public comment period for TwinCATS from May 5 - 19, 2025, and for NATS May 5 - 27, 2025. Comments were recognized and considered, with responses provided in Appendix B.

On May 19, 2025, the TwinCATS Policy Committee made a formal conformity determination through a resolution supporting the conformity determination, as did the NATS Policy Committee on May 27, 2025.

1.4 Results of Conformity Analysis

Conformity is demonstrated when the analysis-year emissions are equal to or less than the SIP budget. For the 2015 ozone standards, as shown in Table 1, the emissions results for the analysis years show that the volatile organic compounds (VOC) and nitrogen oxides (NO_x) emissions are lower than the SIP budgets; thus, conformity for the ozone standard is demonstrated. The results also show conformity for the 1997 ozone standard is met.

Table 1: Results of 2015 Ozone Standard Conformity Analysis

Analysis Year	Emissions (tons/day)	
	VOC	NO _x
SIP Budget	1.85	2.98
2025	1.57	1.86
2026	1.50	1.69
2035	1.09	0.79
2045	0.78	0.46
2050	0.72	0.41

2.0 Background and Attainment Status

2.1 Background

The federal Clean Air Act Amendments of 1990 (CAAA) established rules to improve the air, protect public health, and protect the environment. The act requires the U.S. Environmental

Protection Agency (EPA) to set, review, and revise the National Ambient Air Quality Standards (NAAQS) periodically.

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's SIP, which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the MTP and the metropolitan TIP. Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.

Transportation activities that are subject to conformity are MTPs, TIPs, and all federal projects that receive Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding or approval. The conformity process ensures emissions from MTP, TIP, or projects are within acceptable levels specified within the SIP and meet the goals of the SIP.

Transportation conformity only applies to on-road sources and transportation-related pollutants: ozone, particulate matter (particulate sizes 2.5 and 10), nitrogen dioxide, and carbon monoxide.

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 NO_x and VOC react with sunlight.

When the EPA revises an NAAQS, all areas of the country are evaluated to determine if monitored levels of the pollutant are at or below the standard; these areas are classified as attainment. If the pollutant level is above the standard, these areas are classified as nonattainment. MPOs in areas classified as nonattainment or maintenance must conduct conformity analysis on their transportation programs.

2.2 Attainment Status

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS (also referred to as 1997 ozone standard). Berrien County was designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment and starting maintenance period, approving and finding adequate motor vehicle emissions budgets for VOC and NO_x for the year 2018. The area was placed into maintenance, requiring conformity emission to be compared to the MVEBs contained in the SIP, referred to as SIP budgets.

On July 20, 2012, the EPA designated all of Michigan as attainment for the strengthened 2008 ozone NAAQS.

On July 20, 2013, the EPA partially revoked the 1997 ozone standard, withdrawing the requirement to do transportation conformity for areas that were in maintenance.

On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements.

On April 23, 2018, the FHWA started requiring areas in the country to conduct conformity if they were a maintenance area for the 1997 ozone standard and attainment for the 2008 ozone standard when the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast Air Quality Management District v. EPA*. Later, this was amended to require MPOs to have a conformity in place on Feb. 16, 2019, and conduct conformity going forward.

On Aug. 3, 2018, the EPA designated Berrien County as nonattainment for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard).

On Nov. 7, 2022, the Berrien County 2015 ozone nonattainment area was reclassified by EPA from marginal to moderate for failure to attain the NAAQS by Aug. 3, 2021. Therefore, the area had more stringent CAA requirements to follow to assist in attaining the NAAQS. The area had to show attainment by Aug. 3, 2024, with 2023 being the last ozone season. MVEBs for the 2015 ozone nonattainment area will be used once approved by EPA.

On Jan. 16, 2025, the Berrien County 2015 ozone nonattainment area was reclassified by EPA from moderate to serious for failure to attain the NAAQS by Aug. 3, 2024. The area must now show attainment by Aug. 3, 2027, with 2026 being the last ozone season. EPA approved MVEBs in the moderate SIP and these will be used until new budgets are approved.

2.3 SIP Budgets

MVEBs for the Berrien County nonattainment area were adopted into the SIP as part of the requirements of a moderate nonattainment area. Emissions generated must be equal to or less than the SIP MVEBs, also referred to as budgets. The MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the nonattainment area. By showing emissions are below the MVEBs, the MTP and TIP are conforming to the SIP.

3.0 Interagency Consultation

Consultation with federal, state, and local transportation authorities is conducted through the MITC-IAWG. Issues discussed include evaluating and choosing emission models and methods, determining regionally significant project definition and projects, procedures for future MITC-IAWG meetings, and rules for reviewing projects.

An MITC-IAWG meeting was held on April 1, 2025, to review projects and modeling assumptions; individuals attended by video conferencing (Microsoft Teams). It was a joint meeting between the conformity areas in Berrien and Cass counties: the Berrien County 2015 ozone nonattainment area and 1997 ozone maintenance area and the Cass County 1997 ozone orphan maintenance area (OMA). The NATS MPO is in both Berrien and Cass counties.

A summary of the MITC-IAWG meeting and relevant interagency consultation correspondence related to this conformity is in Appendix A. A copy of this conformity analysis was sent to each MITC-IAWG member for review and comment.

4.0 Public Participation

The Public Participation Plan, adopted by the MPO policy committee, establishes the procedures by which the MPOs reach affected public agencies and the public. The same procedures were followed for this document, ensuring the public has an opportunity to review and comment before the MPO policy committee makes a determination.

A formal public comment period for the draft Air Quality Conformity Analysis was held May 5 - 19 for TwinCATS and May 5 - 27, 2025, for NATS. Public comments received and responses to the comments are in Appendix B.

5.0 Projects Evaluated for the Conformity Analysis

The MITC-IAWG reviewed projects for the TwinCATS and NATS new 2026-2029 TIPs and the rural STIP in Berrien County at the April 1, 2025, meeting. Projects classified as non-exempt must be analyzed. Projects with exempt classification that can be modeled with the travel demand model were modeled. Appendix C includes a list of the projects evaluated for Berrien County at the MITC-IAWG meeting.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The Berrien County nonattainment and maintenance area is covered by three travel demand forecasting models: the TwinCATS travel demand model and the South Bend/NATS regional travel demand model (covering the urban portions), and the statewide model covering the rural area of the county. Each of these models was developed in TransCAD modeling software, using the latest demographic and employment data available to generate estimates of travel, vehicle miles of travel (VMT), vehicles hours of travel (VHT), and speeds. Detailed documentation on each of these models is contained in separate documents available upon request.

6.1.2 TwinCATS Model

The TwinCATS model covers the greater Benton Harbor, St. Joseph, and Berrien Springs area. Developed by the Michigan Department of Transportation (MDOT), this standard four-step model has a base year of 2015 and a horizon year of 2050. Each of the four steps (trip generation, trip distribution, mode choice, and traffic assignment) are checked for reasonableness against national standards. Final model validation verifies that the assigned volumes replicate actual traffic counts. The decennial 2010 census and 2015 American Community Survey (ACS) data were the sources of population and household base data. Employment data was obtained from a private business database and verified with local knowledge. Economic, Regional Economic Models Inc. (REMI), and demographic forecast data were used to estimate future growth to 2045. The University of Michigan and MDOT

jointly develop county-specific forecast data for the REMI model. Horizon year 2050 was created by projecting socioeconomic data.

6.1.3 Niles/South Bend Regional Model

This model is a regional model developed by a consultant and covers the NATS MPO and the Michiana Area Council of Governments (MACOG) MPO areas. The model reflects the interconnected travel patterns experienced in the Niles, Michigan, and South Bend, Indiana, region. The model is a hybrid, blending a traditional four-step model with an activity-based model, with a base year of 2015 and horizon year of 2045. Census data was used to develop base population and household data, employment data is developed from a private business database verified with local knowledge, and REMI was used to develop future year socioeconomic data to 2045. Horizon year 2050 was created by projecting VMT and VHT.

6.1.3 Statewide Model

The statewide model developed by a consultant and MDOT (completed in 2019) covers all counties in the state and was used for the non-urban parts of Berrien County. The model is an advanced trip-based model with short- and long-distance passenger trip generation, mode choice, trip distribution, and traffic assignment by four time-of-day periods, as well as freight models for multi- and single-unit trucks and other light commercial vehicles. The model has a base year of 2015 and forecasts traffic in five-year increments through 2045. Required interim analysis years are interpolated. The base year trip table is calibrated to match a passive origin and destination dataset for a typical fall weekday. Trip assignment uses an equilibrium method and base year volumes were validated against traffic counts using MDOT and FHWA standards. Future data is based on REMI and demographic forecasts to 2045. Horizon year 2050 was created by projecting VMT and VHT.

6.1.4 Coding Travel Demand Model Links for NFC by Urban and Rural

For emission modeling, the National Functional Classification (NFC) system is used to determine the function of roads; however, after 2010, NFCs do not distinguish roads by urban and rural. The emission model, Motor Vehicle Emission Simulator (MOVES), requires roads to be classified as urban or rural. MOVES also requires roads to be grouped into one of four road types: rural restricted, rural unrestricted, urban restricted, and urban unrestricted. To determine a road's urban or rural status, roads within the adjusted census urban boundary were considered urban and those outside the boundary as rural. NFCs designated as interstate and other freeways are considered restricted while all others are considered unrestricted. A geographic information system (GIS) digital base map was used to combine NFC with the adjusted census urban boundary to generate MOVES road types for the network.

6.1.5 Highway Performance Monitoring System (HPMS)

The EPA and FHWA endorse HPMS as the source of VMT estimates. The travel demand modeling VMT is aggregated by NFC road types for the county, then normalized to HPMS data for the base year/validation year of the travel demand model. Normalization factors were applied to all analysis years.

6.2 Analysis Years

Analysis years were determined by the MITC-IAWG. Projects requiring modeling are grouped into an analysis year based on the projects open-to-traffic date. Emissions are generated for each analysis year.

Analysis Year	Reason
2025	Interim year (so analysis years not more than 10 years apart)
2026	Attainment year of 2015 ozone NAAQS - serious
2035	Interim year (so analysis years not more than 10 years apart)
2045	Interim year (so analysis years not more than 10 years apart)
2050	Last year of MTPs for TwinCATS and NATS

7.0 Latest Planning Assumptions

7.1 Demographic Data

The most current and future assumptions developed or approved by the MPOs were used in the development of the travel demand models. Table 2 shows base and future year population and employment by the nonattainment area from the travel demand models.

Table 2: Base and Future Year Population and Employment in the Nonattainment Area

	Population		Employment	
Year	2015	2045	2015	2045
Berrien County	154,845	158,681	80,113	81,989

7.2 Vehicle Miles of Travel

VMT is one measure of travel. Current and future levels of travel and growth rates are provided in Table 3.

Table 3: Vehicle Miles of Travel and Growth Rates for the Nonattainment Area

	Analysis year					
Berrien County	Base Year 2015	2025	2026	2035	2045	2050
VMT	5,362,141	5,514,672	5,527,490	3,635,145	5,748,813	5,800,761
Growth Rate	1.00	1.03	1.03	1.05	1.07	1.08

7.3 Vehicle Hours of Travel

VHT is an indicator of congestion. Current and future levels are provided in Table 4.

Table 4: Vehicle Hours of Travel for the Nonattainment Area

	Analysis year					
Berrien County	Base Year 2015	2025	2026	2035	2045	2050
VHT	119,758	121,964	122,260	123,930	126,497	127,652

7.4 Transportation Control Measures

There are no transportation control measures (TCMs) identified in the applicable state implementation plan. Thus, no measures are included.

8.0 Emission Modeling

8.1 MOVES Specifications

The EPA's MOVES version MOVES5 was used to generate emissions. Ozone is formed in the presence of heat and sunlight, so the highest ozone concentrations are monitored during the summer. This conformity analysis involves generating summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

8.2 Road Type Distribution

HPMS data is used to create MOVES road-type distribution fractions. County-level HPMS passenger data is used for motorcycle and passenger vehicles, and commercial HPMS is used for trucks and buses. HPMS VMT is aggregated to MOVES road types, then converted to a fraction, generating a road-type distribution.

8.3 Average Speed

A speed distribution is created using a method developed by EPA for taking a single average speed and creating a distribution. An average speed is generated for each of four time periods (a.m., midday, p.m., and off-peak) in the travel demand forecasting models for each of the four road types in MOVES, generating 16 average speeds. The same distribution was used for each vehicle type. The Niles/South Bend travel demand model was not used to generate speeds.

8.4 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's moves3_aadvmt convert-tool was used to convert annual average daily VMT to annual VMT,

monthly VMT fractions, and daily VMT fractions. Hourly fractions use MOVES default data. For motorcycles, the monthly fractions use MOVES defaults since local data is limited. Future analysis years utilize the same fractions.

8.5 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database of 2015. The database was supplemented with school bus data from the Michigan Department of Education and MDOT public transit bus data. The EPA's default distributions were used to determine other bus, refuse truck, single-unit truck, and combination truck categories. The SOS data must be converted to MOVES source (vehicle) types. Table 5 shows how vehicle body style combined with plate type and company code are used to obtain MOVES vehicle types.

Future year vehicle population is based on growth in VMT from base year to analysis year. The growth rate is applied to all MOVES vehicle types. Table 3 shows the VMT for each analysis year and growth rate.

8.6 Vehicle Age Distribution

MOVES requires vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database of 2015 was the source of vehicle ages. Vehicles are assigned to an age group, from 0 to 40-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2015 or newer) and each year is their own group until vehicles are 40 years and older, which are aggregated into the 40-plus group. The SOS database is sorted by MOVES vehicle types and age. For intercity buses, refuse trucks, single-unit trucks, and combination trucks, the EPA's default age distribution are used to calculate splits in population because of limited local numbers. Base year age distribution fractions were used for all future analysis years.

8.7 Alternative Vehicle Fuel and Technology (AVFT)

This MOVES input allows local data on the fraction of vehicles that use different fuels and technology. The fraction of vehicles using each fuel type can be defined by source type and model year. The local AVFT data is based on the 2019 SOS data pulled July 1, 2019. The first full year of data is 2018. Future year data is generated using EPA's AVFT tool. Source types 21 to 43 and 54 use the AVFT Tool gap filling method automatic and projection method proportional. Source types 11, 51, 52, 53, 61 and 62 use AFVT default data with gap filling method automatic and projection method national average. The 2019 data was used because AVFT was not required when the 2015 data was processed and fuel type was not retained in the data. The IAWG reasoned 2019 local data would be closer to existing than MOVES defaults.

8.8 Meteorology Data

In Michigan, ozone levels are highest in the summer. Local temperature and humidity data measured at the airport within the nonattainment area was generated using the Midwestern Regional Climate Center (MRCC) cli-MATE tool. Averaging the three summer months (June,

July, and August) for the year 2015 estimated a typical summer day and was used as local input in MOVES.

8.9 Other Local Data

The MOVES model allows input for other types of local data, if available. Lacking local data, defaults were used for hoteling (truck parking), starts, idling, and hour VMT fraction. The default fuel data is correct for Michigan and was used.

9.0 Conclusion

Conformity has a two-step endorsement process. The MPOs must make a formal conformity determination through a resolution that the findings of this conformity analysis conform to the SIP; thus, emissions are at or below the budgets found in the SIP. Then FHWA, jointly with the FTA (after consultation with the EPA), issues a letter of concurrence with the determination.

The conformity analysis described here and conducted by MDOT, with support of TwinCATS and NATS, concludes that both the TwinCATS and NATS 2026-2029 TIPs and their 2050 MTPs and the rural projects in the STIP in Berrien County meet all applicable requirements for conformity for both the 2015 ozone and 1997 ozone standards; thus, it is recommended that FHWA support this conformity determination finding.

Table 5: Mapping to MOVES Source Types

MOVES Source Type	SOS Body Style, Plate Type, and Company Code
11 - Motorcycles	Motorcycles
21 - Passenger Cars	Two-Door Four-Door Convertible Roadster Low-Speed
31 - Passenger Trucks	Station Wagon Pickup Van Hearse with Plate Type, Personal Ambulance with Plate Type, Personal Panel Van with Plate Type, Personal
32 - Light Commercial Trucks	Pickup with Plate Type, Commercial or Company Van with Plate Type, Commercial or Company Hearse with Plate Type, Commercial or Company Ambulance with Plate Type, Commercial or Company Panel Van with Plate Type, Commercial or Company Utility Truck Wrecker
40 - Buses (MOVES: 41*, 42, 43)	Bus; Supplemented with Other Data Sources
50 - Single-Unit Trucks* (MOVES: 51, 52, 53)	Dump Truck Mixer Truck Stake Truck
54 - Motorhomes	Motorhome
60 - Combination Trucks* (MOVES: 61, 62)	Tractor Trailer Tanker

* The EPA default age distribution is applied to calculate individual MOVES Source Type categories.

Appendix A: Meeting Summary of the Interagency Workgroups

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)
for
Berrien County 2015 Ozone Nonattainment Area and 1997 Ozone Maintenance Area
and
Cass County 1997 Ozone Orphan Maintenance Area
for
New 2026-2029 Transportation Improvement Programs
Teams Meeting: 10 - 11 a.m. (EST) April 1, 2025

Welcome and Introductions:

Members and partners attended the video conference by Teams. The group was welcomed to the MITC-IAWG. Attendees introduced themselves.

In attendance:

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

Not attending:

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

Conformity documents:

Each of the two documents listed below would be needed, thus a new conformity document for each area. It was explained that the Berrien County ozone nonattainment area covers the Berrien County 1997 ozone maintenance area and would be included in that document. Cass County is only a 1997 ozone orphan maintenance area (OMA). For Berrien County, this will be the first time the moderate SIP motor vehicle emission budgets will be used. The budgets created for the moderate state implementation plan (SIP) are not as sizable as past budgets. The question was asked why the moderate SIP budgets are smaller. It was explained past budgets were maintenance plan budgets. These are rate of further progress budgets. The budgets for the moderate SIP and the forthcoming budgets for the serious SIP have different requirements than a budget for a maintenance plan. It was mentioned that the budgets in the serious SIP will have more flexibility with VOC and NOx than the moderate SIP did.

The MPO stated the MPO boundary for TwinCATS has expanded, given the last census, and the project list now includes projects in the expanded area. The current travel demand model for TwinCATS has not incorporated the new area but will be in the model now being developed for the next long-range transportation plan (or also known as a metropolitan transportation plan). The new MPO area will continue to be modeled with the statewide model until incorporated into the TwinCATS model.

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

Modeling:

The modeling assumptions below were reviewed, and the group agreed with the methods to be used. It was discussed and agreed upon that for the year 2026 the travel demand model outputs can be interpolated if that year's data is not available in the model.

Analysis years for the Berrien County 2015 ozone nonattainment area:

- 2015 base year of TwinCATS and NATS travel demand models
 - 2025 interim analysis year not more than 10 years apart
 - 2026 attainment year of the 2015 ozone NAAQS - serious
Must attain standard by Aug. 3, 2027
 - 2035 interim analysis year not more than 10 years apart
 - 2045 interim analysis year not more than 10 years apart
 - 2050 last year of MTPs
- a. Emission model: use MOVES5.
 - b. Budgets: use moderate SIP 2015 ozone nonattainment budgets.
 - c. Meteorology data: local 2015 meteorology.
The group discussed if 2015 or 2019 local meteorology data should be used. It was decided that 2015 meteorology data would be used since it was what was used in the SIP.
 - d. Speeds: use average speed by MOVES road types by travel demand model time periods.
 - e. Vehicle population and age distribution: use year 2015 Secretary of State (SOS) vehicle registrations pulled on Oct 1, 2015.
 - f. AVFT: use based on local 2019 vehicle (SOS) data or default data.
The group discussed the use of local 2019 data or defaults for the AVFT. Since the requirement for fuel type was not a requirement when the 2015 vehicle data was processed, that data was not retained. It was agreed that the 2019 local data would be used as it is thought to be closer to actual existing than MOVES default data.

- g. Default data used in MOVES: starts, hoteling (truck parking), idling, fuel, hour VMT fraction.

Project list review:

It was stated that the project list provided for the meeting had all the projects on one list, not separated by MPO or rural areas. The list will be separated as needed for the different documents.

There were three projects that the group discussed in detail. All the other projects the group agreed were exempt. Job number 215942, a local road diet project on Red Arrow Highway, is classified as non-exempt and will be modeled in 2035. The previous portions of Red Arrow Highway that have been converted to three lanes are either modeled with the TwinCATS model or are outside the current TwinCATS travel demand model will be modeled in the statewide travel demand model. Job numbers 210875 and 213168 were also classified as non-exempt with open to traffic years after 2026, so will be modeled in 2035. The travel demand modeler will check with the MDOT region office and MPO for specific details before modeling.

Other:

The group discussed the naming convention for nonattainment areas. It was explained if the area is a county, then the county name is used. If more than a county, then the CMSA name that was in place when the designations are made is used.

Appendix B: Public Comments and Responses

No comments were received.

Appendix C: Projects Evaluated for Conformity Analysis

Attached are the projects evaluated for Berrien County at the April 1, 2025, MITC-IAWG meeting.

The list of projects begins on the following page.

Fiscal Year	Job Type	Job#	GPA Type	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Air Quality Classification	Air Quality Comment	Conformity Area	Phase Status	S/TIP Cycle	Fund Source	Template Name	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Schedule Obligation Date
2026	Local	215379	S/TIP Line items	Rural	Berrien	SWMPC	Rideshare	Berrien County	0.000	Operation Improvements	Manage Rideshare Program	OPS	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	CMG	CMAQ	\$16,000	\$0	\$0	\$16,000	\$16,000	7/1/2026
2026	Local	215942	S/TIP Line items	TwinCATS	Berrien	Berrien County	Red Arrow Hwy	1000 ft. south of DC Cook to Stevensville Village limits	2.081	Road Rehabilitation	Milling & asphalt overlay	CON	Non-Exempt	Road Diet: 4 to 3 lanes, lane in each direction with center turn lane. Modeled in year 2035.	Berrien 2015 Ozone Nonattainment	Programmed	23-26	ST, STUL	Stp Flex - Small MPO, STP - Small MPO	\$1,000,000	\$0	\$1,700,000	\$2,700,000	\$5,400,000	3/6/2026
2026	Local	216111	S/TIP Line items	NATS	Berrien	Berrien County	Red Bud Trl	US-12 to Bertrand Road	2.579	Road Capital Preventive Maintenance	HMA Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	ST, STU	Stp Flex - Tam, STP-TMA	\$167,922	\$0	\$41,828	\$209,750	\$419,500	3/6/2026
2026	Local	216119	S/TIP Line items	NATS	Berrien	Niles	Pokagon St	2nd Street to 5th street	0.226	Road Rehabilitation	Mill and Resurface	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	STU	STP - TMA	\$391,078	\$0	\$108,922	\$500,000	\$500,000	12/12/2025
2026	Local	216311	S/TIP Line items	Rural	Berrien	Berrien County	W Glendora Rd	Cleveland Ave to Hills Rd.	1.984	Road Rehabilitation	Milling an asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$481,702	\$106,727	\$81,769	\$670,198	\$1,340,396	3/6/2026
2026	Local	216412	S/TIP Line items	Rural	Berrien	Berrien County	Garr Rd	500 feet north and 500 feet south of Snow Road	0.354	Reconstruction	Intersection Re-alignment, vertical curve correction	CON	Exempt	Intersection Related Work Only	Berrien 2015 Ozone Nonattainment	Programmed	23-26	STUL	STP - Small Urban	\$385,000	\$0	\$115,000	\$500,000	\$500,000	10/10/2025
2026	Local	216485	S/TIP Line items	Rural	Berrien	Three Oaks	N Elm St	US-12 to the North Village Limits	0.747	Road Rehabilitation	2 in. mill and HMA resurface	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	STL	STP - Rural/Flexible	\$44,988	\$0	\$0	\$0	\$473,420	4/11/2025
2026	Local	216486	S/TIP Line items	Rural	Berrien	Three Oaks	S Elm St	US-12 to the south village limits	0.507	Road Rehabilitation	2 im. mill and HMA resurface	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$230,505	\$30,871	\$20,243	\$281,619	\$563,238	3/6/2026
2026	Local	220658	S/TIP Line items	Rural	Berrien	Berrien County	Hinchman Rd	Hinchman Road Str #13093 over Hickory Drain, Berrien County	0.000	Bridge Replacement	Bridge Replacement	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BRT	STP - Flexible (Bridge)	\$632,800	\$0	\$158,200	\$791,000	\$791,000	10/10/2025
2026	Trunkline	210875	S/TIP Line items	TwinCATS	Berrien	MDOT	M-139	from 0.44 miles south of I-94 to I-94 BL	4.280	Reconstruction	Reconstruction	CON	Non-Exempt	One-way pairs to two-way, number of lane adjustments, modeled in 2035	Berrien 2015 Ozone Nonattainment	Programmed	23-26	NH	Road - Rehabilitation and Reconstruction	\$16,370,000	\$3,630,000	\$0	\$20,000,000	\$23,848,981	10/10/2025
2026	Trunkline	211253	S/TIP Line items	TwinCATS	Berrien	MDOT	I-196	I-196 under Riverside Road and Central Avenue, Berrien County	0.000	Bridge Rehabilitation	Railing Repl, Epoxy Overlay, Deck Patching, Beam Repr, Substr Pch, Appr	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BOI	Bridge Replacement and Preservation	\$2,343,621	\$260,404	\$0	\$2,604,025	\$2,920,022	8/7/2026
2026	Trunkline	211558	S/TIP Line items	TwinCATS	Berrien	MDOT	I-196	I-196 under Red Arrow Highway, Benton Township, Berrien County	0.000	Bridge Rehabilitation	Deep Overlay, Full Depth Patching, Railing Replacement, Beam Repair	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFPI	Bridge Replacement and Preservation	\$1,623,914	\$180,435	\$0	\$1,804,349	\$2,016,349	8/7/2026
2026	Trunkline	211989	S/TIP Line items	NATS	Berrien	MDOT	Areawide	US-12 @ Redbud, M-139 @ M-139	0.000	Traffic Safety	Modernize signals to current standards	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	STG	Traffic Signal Modernization	\$573,927	\$0	\$0	\$573,927	\$3,962,700	12/12/2025
2026	Trunkline	211989	S/TIP Line items	TwinCATS	Berrien	MDOT	Areawide	M-139 @ Britain, M-63 @ Lincoln, M-139 @ Pipestone; I-94BL @ M-139, M-63 @ St Joseph River, M-139 @ Britain, M-63 @ Lincoln, M-139 @ Pipestone, I-94BL @ M-139, M-63 @ St Joseph River	0.000	Traffic Safety	Modernize signals to current standards	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	STG	Traffic Signal Modernization	\$1,879,900	\$0	\$0	\$1,879,900	\$3,962,700	12/12/2025
2026	Trunkline	211989	S/TIP Line items	Rural	Berrien	MDOT	Areawide	M-51 @ Phelps, I-196BL @ Blue Star, M-40 @ Van Buren, M-51 @ Phelps, La Grange @ Blue Star, M-40 @ Van Buren	0.000	Traffic Safety	Modernize signals to current standards	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	STG	Traffic Signal Modernization	\$983,873	\$0	\$0	\$983,873	\$3,962,700	12/12/2025
2026	Trunkline	213341	S/TIP Line items	TwinCATS	Berrien	MDOT	Regionwide	All trunkline routes in TWINCATS MPO	3.614	Traffic Safety	Application of permanent pavement markings on Southwest Region trunklines	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	HSIP,VRU	Traffic And Safety - Pavement Markings	\$303,696	\$33,744	\$0	\$337,440	\$3,060,000	1/9/2026
2026	Trunkline	213341	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	All trunkline routes outside MPO boundaries	3.614	Traffic Safety	Application of permanent pavement markings on Southwest Region trunklines	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	HSIP,VRU	Traffic And Safety - Pavement Markings	\$1,277,712	\$141,968	\$0	\$1,419,680	\$3,060,000	1/9/2026
2026	Trunkline	213341	S/TIP Line items	TwinCATS	Berrien	MDOT	Regionwide	All trunkline routes in TWINCATS MPO	3.614	Traffic Safety	Application of permanent pavement markings on Southwest Region trunklines	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings	\$1,998	\$222	\$0	\$2,220	\$3,060,000	10/10/2025
2026	Trunkline	213341	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	All trunkline routes outside MPO boundaries	3.614	Traffic Safety	Application of permanent pavement markings on Southwest Region trunklines	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings	\$8,406	\$934	\$0	\$9,340	\$3,060,000	10/10/2025
2026	Trunkline	213371	S/TIP Line items	TwinCATS	Berrien	MDOT	Regionwide	All of TWINCATS MPO	19.427	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Southwest Region	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings	\$1,499	\$167	\$0	\$1,666	\$15,000	10/13/2025
2026	Trunkline	213371	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	All routes outside MPO boundaries	19.427	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Southwest Region	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings	\$6,305	\$701	\$0	\$7,006	\$15,000	10/13/2025
2026	Trunkline	214931	S/TIP Line items	TwinCATS	Berrien	MDOT	I-94	str 832, 834, 833, M-139, Nickerson Rd at I-94	0.000	Bridge CSM	Healer Sealer, Reseal Joints, Deck Sweep, HLH Repair	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFPI	Bridge Replacement and Preservation	\$358,200	\$39,800	\$0	\$398,000	\$534,000	10/10/2025
2026	Trunkline	214931	S/TIP Line items	Rural	Berrien	MDOT	I-94	Friday Rd at I-94, str 849	0.000	Bridge CSM	Healer Sealer, Reseal Joints, Deck Sweep, HLH Repair	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFPI	Bridge Replacement and Preservation	\$59,400	\$6,600	\$0	\$66,000	\$534,000	10/10/2025
2026	Trunkline	214992	S/TIP Line items	TwinCATS	Berrien	MDOT	US-31	under Napier Ave, Benton Harbor, Berrien County	0.000	Bridge CSM	Healer Sealer, Joint Seal, Deck Sweep	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFP	Bridge Replacement and Preservation	\$175,159	\$38,841	\$0	\$214,000	\$239,000	7/10/2026
2026	Trunkline	215028	S/TIP Line items	TwinCATS	Berrien	MDOT	I-94	under Napier Ave, Benton Charter Township, Berrien County	0.000	Bridge CPM	Epoxy Overlay Joint Seal, Paint Bearings, Deck Sweep, Beam Patching	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFPI	Bridge Replacement and Preservation	\$418,376	\$46,486	\$0	\$464,862	\$504,861	7/10/2026
2026	Trunkline	215065	S/TIP Line items	NATS	Berrien	MDOT	US-12	over St. Joseph River, Berrien County	0.000	Bridge Replacement	Bridge removal and replacement, scour countermeasure, Approaches	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFP	Bridge Replacement and Preservation	\$23,090	\$5,120	\$0	\$28,210	\$38,986,080	10/6/2025
2026	Trunkline	215065	S/TIP Line items	NATS	Berrien	MDOT	US-12	over St. Joseph River, Berrien County	0.000	Bridge Replacement	Bridge removal and replacement, scour countermeasure, Approaches	PES	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	23-26	BFP	Bridge Replacement and Preservation	\$3,349,523	\$742,747	\$0	\$4,092,270	\$38,986,080	10/6/2025

Fiscal Year	Job Type	Job#	GPA Type	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Air Quality Classification	Air Quality Comment	Conformity Area	Phase Status	S/TIP Cycle	Fund Source	Template Name	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Schedule Obligation Date
2027	Local	223528	S/TIP Line items	NATS	Berrien	Niles	Broadway St	Str 1058 over St Joseph River	0.000	Bridge Rehabilitation	bridge rehab	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	BFPO	HIP - Bridge	\$3,900,600	\$0	\$433,400	\$4,334,000	\$4,334,000	10/9/2026
2027	Local	223541	S/TIP Line items	Rural	Berrien	Berrien County	Lincoln Ave	Structure 13096 over Hickory Drain	0.000	Bridge Replacement	Bridge Replacement	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	BFP	HIP - Bridge	\$829,600	\$0	\$207,400	\$1,037,000	\$1,037,000	1/8/2027
2027	Local	224014	S/TIP Line items	TwinCATS	Berrien	Berrien County	Washington Ave	John Beers Rd to Marquette Woods Rd	1.000	New Facilities	Construct non-motorized path	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	CM, CRSM	CMAQ, Carbon Reduction - Small MPO	\$691,990	\$0	\$153,447	\$366,768	\$3,381,748	1/8/2027
2027	Local	224031	S/TIP Line items	Rural	Berrien	Berrien County	Cleveland Ave	Wagner Road to Glendora Road	1.505	Road Capital Preventive Maintenance	Asphalt Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$383,280	\$66,877	\$49,843	\$500,000	\$1,000,000	1/8/2027
2027	Local	224032	S/TIP Line items	Rural	Berrien	Berrien County	Cleveland Ave	Snow Rd to Lemon Creek Rd	2.465	Road Capital Preventive Maintenance	Asphalt Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$432,900	\$72,453	\$144,647	\$650,000	\$1,300,000	1/8/2027
2027	Local	224092	S/TIP Line items	TwinCATS	Berrien	Stevensville	Demorrow Rd	John Beers Rd to Stevensville Village limits	0.496	New Facilities	Non-Motorized Path	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	CM	CMAQ	\$252,468	\$0	\$63,117	\$315,585	\$315,585	1/8/2027
2027	Local	224102	S/TIP Line items	Rural	Berrien	SWMPC	Rideshare	Berrien County	0.000	Operation Improvements	Manage Rideshare Program	OPS	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	CMG	CMAQ	\$16,000	\$0	\$0	\$16,000	\$16,000	7/1/2027
2027	Local	224106	S/TIP Line items	TwinCATS	Berrien	Berrien County	Cleveland Ave	Glenlord Rd to Hilltop Ave	2.523	Road Capital Preventive Maintenance	Milling & asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	ST, STUL	Stp Flex - Small MPO, STP - Small MPO	\$409,250	\$0	\$90,750	\$500,000	\$1,000,000	1/8/2027
2027	Local	224109	S/TIP Line items	Rural	Berrien	New Buffalo	S Whittaker St	New Buffalo City limits to Railroad	0.291	Road Rehabilitation	Milling & asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STUL	STP - Small MPO	\$138,995	\$0	\$34,750	\$173,745	\$173,745	1/8/2027
2027	Local	224111	S/TIP Line items	TwinCATS	Berrien	Stevensville	Ridge Rd	John Beers Rd to Stevensville Village limits	0.496	Road Rehabilitation	Crush & Shape & Asphalt Reconstruction	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STUL	STP - Small MPO	\$760,755	\$0	\$325,445	\$1,086,200	\$1,794,500	1/8/2027
2027	Local	224168	S/TIP Line items	NATS	Berrien	Berrien County	Ontario Rd	3rd St to County Line	1.503	Road Rehabilitation	Milling & asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	ST, STU	Stp Flex - Tma, STP-TMA	\$250,000	\$0	\$400,000	\$650,000	\$1,300,000	1/8/2027
2027	Trunkline	211804	S/TIP Line items	TwinCATS	Berrien	MDOT	I-94	Construct two crash investigation sites in Berrien county	4.066	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	NH	Operations	\$233,060	\$51,680	\$0	\$284,740	\$2,640,076	10/9/2026
2027	Trunkline	211804	S/TIP Line items	Rural	Berrien	MDOT	I-94	Construct two crash investigation sites in Berrien county.	4.066	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	NH	Operations	\$233,060	\$51,680	\$0	\$284,740	\$2,640,076	10/9/2026
2027	Trunkline	213168	S/TIP Line items	TwinCATS	Berrien	MDOT	M-63	from Central Avenue to the Blossomland and Bicentennial Bridges	1.287	Reconstruction	Reconstruction	CON	non-exempt	adjusting number of lanes, modeled 2035	Berrien 2015 Ozone Nonattainment	Programmed	26-29	NH,MNMP	Road - Rehabilitation and Reconstruction	\$13,969,595	\$2,338,601	\$187,680	\$16,495,876	\$26,338,423	10/9/2026
2027	Trunkline	213379	S/TIP Line items	TwinCATS	Berrien	MDOT	Southwest Regionwide Pvmr Mrkg Retro Readings	All of TWINCATS MPO	28.353	Traffic Safety	Pvmr mrkg retroreflectivity readings on trunklines in Southwest Region	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	HSIP	Traffic And Safety - Pavement Markings	\$1,099	\$122	\$0	\$1,221	\$11,000	10/1/2026
2027	Trunkline	213379	S/TIP Line items	Rural	Berrien	MDOT	Southwest Regionwide Pvmr Mrkg Retro Readings	All routes outside MPO boundaries	28.353	Traffic Safety	Pvmr mrkg retroreflectivity readings on trunklines in Southwest Region	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	HSIP	Traffic And Safety - Pavement Markings	\$4,623	\$514	\$0	\$5,137	\$11,000	10/1/2026
2027	Trunkline	218747	S/TIP Line items	NATS	Berrien	MDOT	M-51	M-51 from Fort Street northerly to North Niles City Limit	3.036	Traffic Safety	Vulnerable Road User Road Safety Audit	EPE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$22,500	\$2,500	\$0	\$25,000	\$25,000	2/1/2027
2027	Trunkline	220343	S/TIP Line items	NATS	Berrien	MDOT	Regionwide	M-51	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$67,114	\$7,457	\$0	\$74,571	\$1,524,500	10/5/2026
2027	Trunkline	220343	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	M-43, I-196 BL	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$47,367	\$5,263	\$0	\$52,630	\$1,524,500	10/5/2026
2027	Trunkline	220343	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	M-40	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$67,114	\$7,457	\$0	\$74,571	\$1,524,500	10/5/2026
2027	Trunkline	220343	S/TIP Line items	NATS	Berrien	MDOT	Regionwide	M-51	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	ROW	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$6,300	\$700	\$0	\$7,000	\$1,524,500	2/16/2027
2027	Trunkline	220343	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	M-43, I-196 BL	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	ROW	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$5,400	\$600	\$0	\$6,000	\$1,524,500	2/16/2027
2027	Trunkline	220343	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	M-40	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	ROW	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$6,300	\$700	\$0	\$7,000	\$1,524,500	2/16/2027
2028	Local	224033	S/TIP Line items	TwinCATS	Berrien	Berrien County	W Lemon Creek Rd	Jericho Road to Cleveland Avenue	1.995	Road Capital Preventive Maintenance	Asphalt Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$432,900	\$106,727	\$81,769	\$621,396	\$1,242,792	1/7/2028
2028	Local	224035	S/TIP Line items	Rural	Berrien	Berrien County	E Shawnee Rd	Red Bud Trail to Lauer Road	3.012	Road Capital Preventive Maintenance	Asphalt Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$566,100	\$94,744	\$189,156	\$850,000	\$1,700,000	1/7/2028
2028	Local	224103	S/TIP Line items	Rural	Berrien	SWMPC	Rideshare	Berrien County	0.000	Operation Improvements	Manage Rideshare Program	OPS	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	CMG	CMAQ	\$16,000	\$0	\$0	\$16,000	\$16,000	7/3/2028
2028	Local	224113	S/TIP Line items	TwinCATS	Berrien	Berrien County	Cleveland Ave	John Beers Rd to Glenlord Rd	2.002	Road Rehabilitation	Milling & asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STUL	STP - Small MPO	\$329,277	\$0	\$170,723	\$500,000	\$500,000	1/7/2028
2028	Local	224145	S/TIP Line items	TwinCATS	Berrien	St. Joseph	Upton Dr	Momany Dr to Jean Klock Blvd	0.435	Reconstruction	Reconstruction	CON	Exempt	Rebuilt to same design	Berrien 2015 Ozone Nonattainment	Programmed	26-29	STUL	STP - Small MPO	\$932,800	\$0	\$955,000	\$1,787,938	\$6,573,200	1/7/2028
2028	Local	224147	S/TIP Line items	TwinCATS	Berrien	Benton Harbor	Klock Rd	Jean Klock Blvd to M-63	0.183	Road Rehabilitation	Milling & asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	ST, STUL	Stp Flex - Small MPO, STP - Small MPO	\$172,785	\$0	\$38,314	\$211,099	\$422,198	1/7/2028

Fiscal Year	Job Type	Job#	GPA Type	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Air Quality Classification	Air Quality Comment	Conformity Area	Phase Status	S/TIP Cycle	Fund Source	Template Name	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost	Schedule Obligation Date
2028	Local	224173	S/TIP Line items	NATS	Berrien	Niles	Terminal Rd	Lake St to Progressive	1.1	Road Rehabilitation	Milling & HMA Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STU	STP - TMA	\$186,360	\$0	\$113,640	\$300,000	\$300,000	1/7/2028
2028	Local	224174	S/TIP Line items	NATS	Berrien	Niles	Sycamore St	Front St to 5th St	0.241	Road Rehabilitation	Milling & HMA Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STU	STP - TMA	\$173,937	\$0	\$106,063	\$280,000	\$280,000	1/7/2028
2028	Local	224175	S/TIP Line items	NATS	Berrien	Niles	Broadway St	5th St to 10th St	0.308	Road Rehabilitation	Milling & HMA Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STU	STP - TMA	\$124,240	\$0	\$75,760	\$200,000	\$200,000	1/7/2028
2028	Trunkline	214938	S/TIP Line items	NATS	Berrien	MDOT	US-12	from Mayflower Road to M-139	1.883	Road Rehabilitation	Mill and Two Course Hot Mix Asphalt Overlay	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	NH	Road - Rehabilitation and Reconstruction	\$681,401	\$151,099	\$0	\$832,500	\$7,215,000	12/6/2027
2029	Local	224036	S/TIP Line items	Rural	Berrien	Berrien County	Three Oaks Rd	Three Oaks Village limits to the Galien River	2.646	Road Capital Preventive Maintenance	Asphalt Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	EDD, STL	TEDF Category D, STP - Rural/Flexible	\$712,500	\$167,197	\$70,303	\$950,000	\$1,900,000	1/5/2029
2029	Local	224094	S/TIP Line items	TwinCATS	Berrien	Berrien County	Donald St	John Beers Rd to Roosevelt Elementary School	0.244	New Facilities	Non-Motorized Path	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	CM	CMAQ	\$244,000	\$0	\$61,000	\$305,000	\$305,000	1/5/2029
2029	Local	224104	S/TIP Line items	Rural	Berrien	SWMPC	Rideshare	Berrien County	0.000	Operation Improvements	Manage Rideshare Program	OPS	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	CMG	CMAQ	\$16,000	\$0	\$0	\$16,000	\$16,000	7/2/2029
2029	Local	224149	S/TIP Line items	TwinCATS	Berrien	Benton Harbor	Pipestone St	Empire Ave to Division St	0.313	Road Rehabilitation	Concrete Pavement Repair	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	STUL	STP - Small MPO	\$358,094	\$0	\$79,406	\$437,500	\$437,500	1/5/2029
2029	Local	224151	S/TIP Line items	TwinCATS	Berrien	Benton Harbor	Broadway	May St to Weld St	0.124	Reconstruction	Reconstruction	CON	Exempt	Rebuilt to same design	Berrien 2015 Ozone Nonattainment	Programmed	26-29	STUL	STP - Small MPO	\$464,089	\$0	\$102,911	\$567,000	\$993,000	1/5/2029
2029	Local	224153	S/TIP Line items	TwinCATS	Berrien	Stevensville	Johnson Rd	Red Arrow Hwy to St. Joseph Ave	0.615	Road Rehabilitation	Milling & asphalt overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	ST, STUL	Stp Flex - Small MPO, STP - Small MPO	\$440,954	\$0	\$97,780	\$538,734	\$1,367,874	1/5/2029
2029	Local	224187	S/TIP Line items	NATS	Berrien	Berrien County	E Main St	Niles City limits to County line	0.747	Road Rehabilitation	Milling & HMA Overlay	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	ST, STU	Stp Flex - Tma, STP - TMA	\$276,125	\$0	\$123,875	\$400,000	\$800,000	1/5/2029
2029	Trunkline	214935	S/TIP Line items	NATS	Berrien	MDOT	M-139	US-12 to M-140	5.025	Road Rehabilitation	Mill and Two Course Hot Mix Asphalt Overlay	PE	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	ST	Road - Rehabilitation and Reconstruction	\$1,619,157	\$359,043	\$0	\$1,978,200	\$15,568,000	10/16/2028
2029	Trunkline	220343	S/TIP Line items	NATS	Berrien	MDOT	Regionwide	M-51	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$433,768	\$48,196	\$0	\$481,964	\$1,524,500	10/6/2028
2029	Trunkline	220343	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	M-43, I-196 BL	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$304,921	\$33,880	\$0	\$338,801	\$1,524,500	10/6/2028
2029	Trunkline	220343	S/TIP Line items	Rural	Berrien	MDOT	Regionwide	M-40	1.445	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	CON	Exempt		Berrien 2015 Ozone Nonattainment	Programmed	26-29	VRU	Traffic And Safety - Safety Programs	\$433,767	\$48,196	\$0	\$481,963	\$1,524,500	10/6/2028